



## Environment, Climate Emergency and Transport Committee

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|---------------|---|
| <b>Date:</b>  | <b>Monday, 23 October 2023</b>              |
| <b>Time:</b>  | <b>6.00 p.m.</b>                            |
| <b>Venue:</b> | <b>Birkenhead Town Hall – Assembly Hall</b> |

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## AGENDA

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

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

4. **MINUTES (Pages 1 - 20)**

To approve the accuracy of the minutes of the meeting held on 20 September 2023.

## **5. PUBLIC AND MEMBER QUESTIONS**

Please telephone the Committee Services Officer if you have not received an acknowledgement of your question/statement by the deadline for submission.

### **5.1 Public Questions**

Notice of question to be given in writing or by email by 12 noon, Wednesday 18 October 2023 to the Council's Monitoring Officer via this link: [Public Question Form](#) and to be dealt with in accordance with Standing Order 10.

For more information on how your personal information will be used, please see this link: [Document Data Protection Protocol for Public Speakers at Committees | Wirral Council](#)

Please telephone the Committee Services Officer if you have not received an acknowledgement of your question by the deadline for submission.

### **5.2 Statements and petitions**

Notice of representations to be given in writing or by email by 12 noon, Wednesday 18 October 2023 to the Council's Monitoring Officer ([committeeservices@wirral.gov.uk](mailto:committeeservices@wirral.gov.uk)) and to be dealt with in accordance with Standing Order 11.1.

Petitions may be presented to the Committee if provided to Democratic and Member Services no later than 10 working days before the meeting, at the discretion of the Chair. The person presenting the petition will be allowed to address the meeting briefly (not exceeding three minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. If a petition contains more than 5,000 signatures, it will be debated at a subsequent meeting of Council for up to 15 minutes, at the discretion of the Mayor.

Please telephone the Committee Services Officer if you have not received an acknowledgement of your statement/petition by the deadline for submission.

### **5.3 Questions by Members**

Questions by Members to be dealt with in accordance with

Standing Orders 12.3 to 12.8.

## **SECTION A - KEY AND OTHER DECISIONS**

### **6. BIODIVERSITY & NET GAIN STRATEGY (Pages 21 - 114)**

(The PDF file may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact [jamesroberts@wirral.gov.uk](mailto:jamesroberts@wirral.gov.uk) to request this document in an accessible format)

### **7. WINTER SERVICE PLAN (Pages 115 - 194)**

### **8. WEED TREATMENT PROVISION (Pages 195 - 212)**

### **9. CARBON LITERACY (Pages 213 - 222)**

## **SECTION B - WORK PROGRAMME / OVERVIEW AND SCRUTINY**

### **10. WORK PROGRAMME (Pages 223 - 230)**

#### **Terms of Reference**

The terms of reference for this committee can be found at the end of this agenda.

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## **ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE**

|                 |             |                 |                            |
|-----------------|-------------|-----------------|----------------------------|
| <u>Present:</u> | Councillor  | EA Grey (Chair) |                            |
|                 | Councillors | S Foulkes       | G Davies                   |
|                 |             | A Ainsworth     | N Graham                   |
|                 |             | G Jenkinson     | Jason Walsh                |
|                 |             | P Jobson        | A Brame                    |
|                 |             | M Booth         | C Povall (for V<br>Wilson) |

### 29 **WELCOME AND INTRODUCTION**

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

### 30 **APOLOGIES**

Councillor Wilson sent apologies. Councillor Povall was in attendance as substitute.

### 31 **MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members were asked to declare any disclosable pecuniary interests and any other relevant interest and to state the nature of the interest. Councillor Steve Foulkes declared a personal interest but not prejudicial interest by virtue of his role as chair of the Liverpool City Region Transport Committee in respect of item 6, the Wirral Road Safety Plan.

### 32 **MINUTES**

**Resolved – that the minutes of the meeting held on 20 September 2023 be approved as a correct record subject to correction of some typographical amendments**

### 33 **PUBLIC AND MEMBER QUESTIONS**

#### 33.1 **Public Questions**

The Chair informed Members that a large number of Public Questions had been received and had indicated at the outset that having regard to the Council Procedure Rules she would allow 30 minutes for public questions. Those members of the public unable to ask their question would receive a written response.

Don Naylor asked if Wirral Borough Council expected to liaise with neighbouring Local Highway Authorities, for example Flintshire County Council, in order to cross-reference experiences of successfully implementing 20mph measures.

The Chair responded to state that Wirral Council had liaised with the bordering authority of Cheshire West and Chester, where 20mph speed limits have previously been introduced across all residential areas. Officers had also taken advice from the national "20's Plenty" campaign which referred to data and information from many local authorities that had previously introduced widespread 20mph speed limits.

Janine Pinion asked if there had been any post-implementation feedback or studies from areas which had already implemented 20mph zones – apart from the Belfast study.

The Chair responded to confirm that several outcome studies were available online, including Traffic for London (TfL) Cheshire West and Chester and Edinburgh. Many local authorities in the UK have implemented 20mph speed limits, however best practice suggested that 20mph schemes should be evaluated over a six-year period with three-year worth of before and after data included.

Gillian Homeri asked a question as a victim of a road traffic incident, asking How many lives are lost in Wirral due to road accidents and how many are seriously injured?

The Chair responded to confirm that for the full calendar year of 2022 the collision record is 106 killed or seriously injured, with 5 fatal injured and 101 sustaining very serious injured.

Barbara Gleave asked a question regarding the increase in traffic on our roads and asthma as an increasing health problem, especially in Children. The question asked if the introduction of a 20 mph speed limit will have any impact on air quality and if slower speeds will reduce the harm to children

Mike Comerford noted his concerns regarding the volume and speed of the traffic through Thornton Hough Village, and recent fatality. He asked if the Council would change the speed limit through the village from 30 mph to 20mph in line with its drive to increase road safety and reduce the number of injuries/fatalities on our roads.

The Chair responded to say state that it was proposed to introduce 20mph speed limits on Smithy Hill, St Georges Way and on parts of Thornton Common Road and Manor Road, through Thornton Hough Village as part of area 27 of the scheme proposals. If funding is approved, this is currently programmed to be progressed as part of Phase 3 of the overall scheme.

Rizgar Homeri asked if Merseyside Police and other emergency services fully consulted about 20mph limits and have they given any feedback now the limits are being implemented.

The Chair responded to confirm that Merseyside Police were consulted and are stakeholders in the Merseyside Road Safety Partnership. Alongside Wirral Council, they have worked with Liverpool City Region Combined Authority on the regional road safety strategy and the Wirral Road safety plans align with this work. The Police and Crime Commissioner has issued public statements supporting the 20mph roll out.

Ann Adern asked what the expected effects on fuel consumption are if people drive at 20mph.

The Chair responded to say that Guidance from the Department for Transport issued as part of a 20mph research study published in November 2018, inferred that adopting a smoother driving style and generally driving more slowly at a steady pace saves fuel, unless an unnecessarily low gear is used. Along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph allows for fewer gear changes and reduces fuel consumption.

Sarah Spoor noted that she had asked a question a year ago to raise the issue of the lack of accessible play equipment in Wirral public play areas for children who are wheelchair users, noting that she had asked the council to consider the installation of a wheelchair accessible swing to one of the public park play areas. Further correspondence had noted that whilst the costing had been undertaken for two swings, the Wirral Council, Investment and Change Board had made a decision that capital funding would not be made available to install the two accessible swings, however, the funding would be reconsidered in the next capital budget.

The chair responded to say that The Parks & Countryside Service had continued to seek funding for the two Wheelchair Swings. This included a bid for grant funding to Veolia Environmental Trust, the results of which are only scheduled to be released in early December 2023. It was is still the intention to apply for Capital Funding, from Wirral Council, as a part of next year's Capital Programme.

Rosemary Chandler asked what were the expected benefits of 20mph speed limits.

The Chair responded to state that the greatest benefit from the speed limit change came from unlocking the potential for walking or cycling short distances, instead of driving and making the roads safer and healthier places for all users. Liverpool City Region Road Safety Strategy had a vision to reach zero road traffic collisions by 2040 and safe speeds were a key element of this strategy.

Stuart Smith asked why the affluent side of the Wirral receiving a better service in respect to the mowing of grass verges and what will the council do to rectify this specific issue.

The Chair responded to confirm that Wirral Council web pages provided information on grass cutting and maintenance schedules for council owned land. While the Council will always seek to deliver against this schedule this can be affected by staff absence, machinery repair and weather conditions. Where an area was identified as being behind schedule the service will seek to redeploy its highway verge teams to bring work back on schedule, but that was not always possible. There is no policy of treating any wards differently from one another, a standardised approach to the frequency of scheduled grass cutting has been applied.

Niamh McGarry-Gibbon asked if the Chair was a member or supporter of Extinction Rebellion.

The Chair confirmed she was not a member of Extinction Rebellion but noted that she was very concerned that the climate emergency is the biggest threat facing humanity right now.

Ken Ferguson on behalf of Reform UK asked why the public consultation on 20 MPH zones revealed that 66% of respondents did not want them yet the Council had unanimously voted in its favour.

The Chair noted that only two petitions against the 20mph speed limit scheme have been received by Wirral council, one with 8 signatures and one with 54 signatures. A further petition has been received in favour of the 20mph speed limit scheme going further and that petition has received 33 signatures so far.

Philip Barton asked a question relating to Conway Street and Europa Boulevard Cycle Schemes noting that that wheelchair and mobility scooter users will suffer as a result of this decision, and asked if the committee could reconsider its decision to permit the introduction of segregated cycleways on Conway Street and Europa Boulevard.

The Chair responded to say that the scheme had been designed in accordance with technical guidance note for the design of cycle routes 'Local Transport Note 1/20' and has been reviewed by Active Travel England who are the Government's executive agency responsible for making walking, wheeling and cycling the preferred choice for people to travel. As per the resolution of this committee at its July meeting, a decision regarding the



scheme will be taken by the Director of Neighbourhoods, who will do this after taking into account all representations submitted as part of the Phase 2 consultation and all other relevant matters. An Equality Impact Assessment will be completed to inform this decision-making process, the outcome of which will be published in due course.

### **33.2 Statements and petitions**

Roland Graham presented a statement on behalf of Roland Graham on Behalf of Merseyside Cycling Campaign, in respect of agenda item 6 Wirral Road Safety Plan. The statement noted that they were disappointed not to be considered stakeholders in the road safety consultation or on the implementation of Wirral Circular Trail and flagged concerns with road safety in respect to Hoylake roundabout.

## **34 WIRRAL ROAD SAFETY PLAN**

The Assistant Director: Infrastructure and Highways presented the report which provided a further update on progress made in planning, funding and implementing the recommendations of the Road Safety Working Group as requested by the Environment, Climate Emergency and Transport Committee on 7 September 2021.

This report also set out Wirral's Road Safety Plan 2023 – 2027, following the adoption of the Liverpool City Region Road Safety Strategy in November 2022.

Members asked how pelican crossings and refuges can be requested in their wards. Members were informed of the process for this and were informed that requests from Members and the public were taken into account as part of the annual review. Members also asked for an update on road safety measures at Spital Crossroads and were informed that the plans were being progressed and were currently on track. Members were informed that the School Streets programme had been operated in several locations and feedback so far was positive, with evaluation continuing and plans to roll the scheme out to further Schools. Members also expressed their gratitude to school crossing patrols in ensuring that children were able to get to school safely.

Also discussed was terminology used in the strategy, equality obligations, road safety training for Members and measuring of air quality. Members also sought reassurance that the Committee will see consultation outcomes on phase 2 of the 20mph zones. The Assistant Director: Infrastructure and Highways confirmed that a report would be brought to a future Committee so that Members could consider the consultation outcomes and next steps.

The Chair noted under the financial implication the economic consequences of fatal road accidents, health related costs of inactivity and positive economic impact of Active Travel.

**Resolved – that:**

- a. the update on the recommendations of the Road Safety Working Group as set out as appendix A to the report be noted;**
- b. the Road Safety Plan 2023 - 2027 as set out in appendix B to the report be approved; and**
- c. officers be thanked for the significant amount of work undertaken to deliver the Road Safety Plan 2023-2027 and in implementing the recommendations of the Road Safety Working Group.**

**35 FESTIVE DISPLAY POLICY**

The Chair requested that this report be withdrawn in order that to enable officers to give further consideration to the charging policy.

**Resolved – That the report be withdrawn.**

**36 TREE, HEDGEROW AND WOODLAND STRATEGY PROGRESS UPDATE**

The Assistant Director: Climate Change and Environment presented the report which had been produced further to the adoption by the Council of a Hedgerow and Woodland Strategy in July 2020.

The overarching aims of the strategy were to protect, regenerate and care for Wirral's existing trees, hedgerows and woodlands, to plant more trees and hedgerows, to create a framework for decision making and establish a prioritised action plan to 2020 to 2030. The strategy supported the Wirral Plan 2021-2026 and its priorities for a sustainable environment.

This report provided the second update on the Council's progress in the delivery of the strategy, covering the 2022/2023 planting season. Progress of the actions was summarised within this report.

The report looked ahead to priority actions for the next 12 months, which included a revision to the strategy.

Members noted their thanks to the team, but queried the watering programme and lack of capacity to ensure bigger trees will continue to thrive. Officers informed members of a community tree watering campaign in the borough. Also discussed were social media campaigns, adding tree planting to the volunteering gateway, allowing citizens to fund their own trees and planting trees along streets. Officers informed Members that there was also a memorial tree option.

The Chair noted her thanks that a commitment to natural regeneration was included in the strategy and improved communication work with residents.

**Resolved – that:**

- 1. the progress of the Tree, Hedgerow and Woodland Strategy 2020 to 2030 be noted; and**
- 2. the priority actions for 2023/2024 be endorsed.**

37 **ENVIRONMENT, CLIMATE EMERGENCY & TRANSPORT COMMITTEE  
BUDGET AND BUDGET MONITORING REPORT**

The Senior Finance Business Partner presented the report which provided an update on the budgets in respect of the in-year position and the anticipated pressures for future years which were being considered within the Medium-Term Financial Plan.

Members were informed that the Medium-Term Financial Plan considered the future pressures and savings options that had been put forward as part of a balanced budget position. The Council faced a challenging financial outlook due to inflationary and demand pressures alongside the previous significant reductions in Government funding and uncertainty around the future financial settlements. At the end of Quarter 1, there was a forecast adverse variance of £0.500m against the Committee's revised net revenue budget of £65.840m, which was equivalent to a variance of 1% from the annual budget.

Members queried the Medium-Term Financial Plan and pressure of removing boats from Heswall Beach, as well as possible enforcement costs and of tracing owners. Assurance was given that officers were confident of finding the funding required to deal with this longstanding problem. Also discussed was the Recycling and Waste and Transport levies and budgeting for increased Levy costs. Members requested that hyperlinks be placed in reports for further detail and requested that further budget reports be placed higher up in the order of business.

**Resolved – that the report be noted.**

38 **WORK PROGRAMME**

The Lead Principal Lawyer presented the report and advised Members that the Committee in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of

the Council, in particular the delivery of the key decisions which are within the remit of the Committee.

Members discussed possible items for consideration including food waste and were informed that a workshop was being set up. Also queried was the Winter Service Plan and Grit Bins. Members also noted slippage within the work programme, especially around subjects such as Car Free Day.

**Resolved – that the work programme be noted.**



## Environment, Climate Emergency and Transport Committee

|               |   |
|---------------|---|
| <b>Date:</b>  | Wednesday, 20 September 2023            |
| <b>Time:</b>  | 6.00 p.m.                               |
| <b>Venue:</b> | Committee Room 1 - Birkenhead Town Hall |

**Contact Officer:** Anna Perrett  
**Tel:** 0151 691 8564  
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This meeting will be webcast at  
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## AGENDA

11. ADDENDUM - PUBLIC QUESTIONS (Pages 1 - 10)

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## Minutes Addendum

### Public Questions – Written Responses.

#### Karl Hunter

As a resident on Higher Bebington and am concerned about the traffic congestion, given we have 3 secondary schools, 2 infant schools and 2 junior schools. This leads to congested roads in the morning and afternoon.

Please could you look into traffic management, such as traffic lights on the junction of Teehey Lane, Teehey Close or pelican crossings along Teehey Lane?

It's difficult to cross with young children on foot in the area as there is only 1 traffic light on Teehey Lane, and another light on Heath Road. There is a traffic island, but often no cars allow pedestrians to cross.

#### Response

The Council have been working with Sustrans on a project called "By Ours" which has looked specifically at how the streetscape can be improved to make it more attractive for pedestrians and cyclists to access local facilities and access public transport. The project has engaged with the local schools and community groups as well as seeking views of residents and local businesses. This information is currently being analysed by Sustrans and further information on this project is due to be reported to Committee in due course. The Road Safety Team also engage with schools to encourage healthier ways to travel to and from school, including ensuring pupils can access free cycle training and awareness sessions.

#### Julian Backhouse

In respect to Carbon Literacy knowledge sharing and education within Wirral council and your ongoing efforts to ensure all stakeholders receive fair and balanced information - information that enables especially those in public office to uphold the Nolan principles as well as those who support decision makers with knowledge and influence.

Will the council make available ALL CURRENT and retired, digital and analog Carbon Literacy materials for public scrutiny?

#### Response

The Council currently commissions a Third-Party supplier to undertake Carbon Literacy training and as a result does not own the materials for publication. All materials are accredited by the Carbon Literacy Project. The Carbon Literacy Project is globally recognised. For example, at the United Nations COP21 Conference in Paris, it was awarded as a TAP100, One of the 100 worldwide Transformative Action Programs.

Whilst propriety rights remain with third parties for the training materials due to licensing/usage agreements, a large a large volume of carbon literacy information, climate and ecological emergency issues papers, briefings and research are publicly

available on the APSE (Association for Public Service Excellence) website. In addition, there is a lot of information on the Council website relating to Carbon Literacy, whilst Officers will be bringing an update to the roll out of carbon literacy training to the next ECET committee.

### **Charlotte Smith**

During my post op recovery for womb cancer, I valued the walk along Hoylake Prom as part of my rehabilitation process. In getting stronger my target was to get as far as the viewing platform which is not far from the new lifeboat station. Imagine my dismay with the overgrown plants and weeds that was attached to the prom railings at the side of the ramp leading to the platform. It made getting up and down the viewing platform extremely difficult given my mobility issues at the time. I have attached photos of this. Can the Environmental Chair please advise when the weeds will be cleared from the railings of the viewing platform so that people with mobility issues or recovering from surgery (like I was and will be again with my forthcoming lung cancer surgery), can easily access and come down from the viewing platform.

### **Response**

Thank you for your question. The site you mention has been inspected by the General Parks Manager for this area who considers that this “platform” can be accessed and observes a few stems coming through the hand rail, however they do not preclude the use of the handrail if any member of public would need to make use of it to assist them entering the platform. If a member of public does not need to use the hand-rail, and is either on foot or a wheelchair user this would not prevent access. The General Parks Manager for this area would be happy to meet the person in question by appointment if required.

### **Nicki Farrington**

With regards to the Festive Display Policy, Greasby, as well as other areas, would like to know why only 4 groups were invited for consultation when the document itself acknowledges that there are 18 groups that this affects?

Whilst the proposals are fair and just in some areas, others such as the dates lights can be illuminated could cause major problems with resources available to make this happen. This may also see many “Switch On” events occurring on the same days, reducing attendance to individuals events (and income), as well as stretching limited resources in making the events happen.

Light Up Greasby, and other groups, would have welcomed the opportunity to discuss the proposals further had they had the chance.

### **Response**

The method of consultation chosen to inform this policy proposal was a focus group. A focus group was chosen as it would allow an in-depth, two-way discussion to take place with existing groups. This format gives ample opportunity for existing groups to share their wealth of knowledge, it also gives Council officers the opportunity to ask



questions directly and gauge the appetite for potential changes. The very nature of a focus group precludes large numbers from participating. One group was chosen from each Parliamentary constituency, based upon factors such as how long they had been established, whether they had recently sought to engage the council on the issue and what type of event they normally hold. The officers responsible for this piece of qualitative research were confident that four invited groups were suitably representative.

From this consultation with representative groups, we understand that many of the festive display organisers share the same electrician resource for installation and switch on events. However, the defined operating period does not determine when displays must be switched on, it is a date from which displays can begin being switched on. There is no requirement for all festive displays to be switched on, on the same day. However, we are open to maintaining some level of flexibility that does not undermine the policy if it is communicated early, pre-agreed and subject to available Council capacity and resource. [response was prepared prior to the meeting. During the meeting, the committee passed a resolution to defer consideration of the Festive Display Policy to a later meeting, to give officers time to consider concerns raised in relation to the policy]

### **Beverley Aspinall**

Could the Chair of the Environment, Climate Emergency Committee please tell me the cost to WBC of removing sand from the pavement and road of North Parade, Hoylake and from the surrounding residential roads, both prior to the installation of green netting along the railings by Hoylake Beach community at their own expense (with the permission of WBC officials) and since its installation, please?

### **Response**

Sand clearance from the roads and pavements in the adjacent Hoylake roads is part of the Council's Street Cleansing contract with Biffa, so there is no specified additional cost to the Council. What a reduction in sand on pavements/roads in this area would do is enable the resources to be used somewhere else or would ensure that other streets were cleansed to schedule. It is difficult to quantify, however reviewing records over the past 2 years, there were 7 requests for sand clearance from Sept 21-May 2022 (when the netting was installed) and 3 requests from June 22-June 23

### **Malcolm Saunders**

Fifty percent of traffic currently exceeds 30mph in urban areas. A much larger percentage will be unable to keep within a 20mph limit. Why is the Council bringing the law into disrepute by criminalising the majority of vehicle users?

### **Response**

Liverpool City Region Road Safety Strategy has a vision to reach zero road traffic collisions by 2040, safe speeds is a key element of this strategy. The stats referenced here could be '50% of car drivers exceeded 30mph limits in

2022, compared to 51% the previous year' see source column I. Unable to find research that indicate 'a much larger percentage will be unable to keep within a 20mph limit'. Drivers should drive to the conditions and within the posted speed limit.

### **Peter Cunningham**

Regarding 20 Mph zones, The Liverpool City Region Combined Authority are pushing for a reduction in the number and severity of road traffic collisions working to a target of no avoidable collisions by 2040; I have done a FOI question and where I live there have been zero recorded KSIs in the past 3 years. Why is the scheme being imposed on my area when that target has already been reached and has been for 3 years?

### **Response**

The objective of the scheme is not just about introducing 20mph speed limits to reduce collisions, it is also about providing much better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. Local authorities have previously planned transport schemes with vehicle use as a main consideration and this may have encouraged people to use cars. However, the priority now should be to make the road network more attractive for walking and cycling and safer for all road users.

### **Anthony Newman**

Wood Street in Port Sunlight regularly have 44ton lorries trying to enter Unilever They come in via Bolton Road through narrow roads and a tight bend which is not suitable for these lorries. The problem worsens when they have to back out of the factory. Recently a large crane knocked a tree down into a house fortunately not causing severe damage. There are many pedestrians using this area and the 44T vehicles represents a danger to people and property in Wood Street  
Could a sign be considered on the A41 onto Bolton Road into Port Sunlight be put up to suggest this is unsuitable for 44T vehicles.

### **Response**

Officers will look into and investigate this matter to determine whether a weight limit prohibition sign is deemed suitable and as part of their investigations will consider safe access/egress issues for Unilever to minimise any potential impacts on highway safety.

### **Wendy Bennett**

Are you aware of the existence of a Beach Covenant (document) dated 1935, which clearly states that Hoylake Beach is to be cleaned and maintained completely clear of all vegetation and obstacles for the benefit of the residents of Hoylake and Meols? Can you confirm that the council intends to honour this Covenant, by clearing and maintaining the current disgusting and potentially hazardous growth on Hoylake

Beach and its access slipways.

### **Response**

The Conveyance of 1935 to the Hoylake and West Kirby Urban District Council (predecessor to Wirral Borough Council), in Clause 6 has a covenant which is a requirement 'at all times to keep the premises hereby granted in good and proper state of repair and condition free from all defects injurious to navigation or the adjacent lands or public interests.' The Council is compliant with this covenant.

### **Joanne Randles**

Did you as Cabinet Member for Environmental Climate Change, or this council, inform Peel Ports (Successors to Mersey Docks) of the cancellation of the Beach Management Plan.

Within the 12th of February 1935 Conveyance (section 1 page 2) which gives Peel Ports legal rights to maintain, use and repair cables.

The Estates Manager has confirmed he has no knowledge of what is happening on Hoylake Beach presently.

My Question is Did you, or this Council advise them?

### **Response**

It would not have been my role as Cabinet Member or in any subsequent role to contact Peel Ports with regards to operational matters as referred to you in your question.

The Conveyance of 1935 allows for the Mersey Docks and Harbour Board to maintain, repair or renew cables that were in existence at the time of the conveyance. That conveyance does not lead to any requirement for the Council to contact Peel Ports in manner that you suggest.

### **Christine Watson**

When did you as the Cabinet Member for Environmental Climate Change or Wirral Borough Council receive in writing from the Board of Trade, permission to cancel the Beach Management Plan.

Section 5, page 3, of the 12th February 1935 conveyance that states that you require their consent. Have you got it?

### **Response**

The conveyance of 1935 of the Hoylake Urban District Council (predecessor to Wirral Borough Council) does not require the consent of the board of trade. In the conveyance only acts that would prejudice navigation require permission from the board of trade.

## Supplementary Questions

### Stewart Smith

The Chairs response references weather and other factors [that can effect grass cutting schedules], I have been discussing this issue for 4 years now. You can't tell me these conditions have prevailed for the last four years? We are definitely receiving an inferior service on our side of the Wirral, there's no two ways about it.

### Response

Thank you for your supplementary question and for confirming that you live in the Claughton Ward, which will allow us to respond more accurately to your enquiry.

As you may be aware the frequency of grass cutting has been reduced over the past 4 years, from 16 cuts per year down to 8. This is to reduce the cost of the service, with the savings made being used to meet budget pressures predominately in the increased cost of care in Childrens Services and Adult Social Care.

There are seven teams for Highway Grass Verges made up of two permanent staff and one seasonal staff member each. Each Team is assigned an area or 'round' to maintain. Each round contains roughly the same area (metres squared) of green space therefore each round should take a similar amount of time to complete as each other. As mentioned in the previous response how quickly a round is completed can be affected by staff absence and machinery repair. All rounds can be affected by the weather, with very wet conditions meaning that little grass cutting can be undertaken.

The 7 rounds in the Wirral can be very roughly described in the following areas.

|                |  |
|----------------|--|
| East Wirral 1  | Eastham, Bromborough   |
| East Wirral 2  | Spital, Bebington, New Ferry, Rock Ferry, parts of Tranmere                            |
| East Wirral 3  | Parts of Tranmere, Birkenhead, Claughton, Bidston, Noctorum, Prenton, Oxtan            |
| North Wirral 1 | Seacombe, Liscard, Wallasey, New Brighton, Leasowe, parts of Moreton                   |
| North Wirral 2 | Parts of Moreton, Saughall Massie, Meols, Hoylake, West Kirby, Caldy, Frankby, Greasby |
| West Wirral 1  | Woodchurch, Upton  |
| West Wirral 2  | Clatterbridge, Thingwall, Irby, Thurstaston, Pensby, Barnston, Gayton, Heswall         |

The progress of each round is monitored, and action taken to ensure that rounds do not fall to far behind. The progress of each round is detailed below:-

- East Wirral 1 – On Cut 5 of 8
- East Wirral 2 – On Cut 4 of 8
- East Wirral 3 – On Cut 4 of 8
- North Wirral 1 – On Cut 5 of 8

- North Wirral 2 – On Cut 5 of 8
- West Wirral 1 – On Cut 6 of 8
- West Wirral 2 – On Cut 7 of 8

As you will see the majority of the rounds are on their 5th cut of the season, with East Wirral 2 & 3 being slightly behind on their 4th cut and West Wirral 1 & 2 being ahead on their 6th & 7th Cut. In order to address this, three teams are being redirected to assist East Wirral 2 & 3. The Teams being redirected are West Wirral 1 & 2 and North Wirral 2. As you can see all the rounds have been affected to some extent by the weather this year, while June was very fine, July, August and September have been very wet.

The reason for East Wirral 2 and East Wirral 3 being behind schedule is that this year, in comparison to previous years, the teams have had to collect significantly more rubbish from the verges, causing a delay in them actually being able to start grass cutting. While litter may not be a particular issue on your road, the fact that a significant amount of litter has had to be collected in other areas on the round has caused delay in completing both the East Wirral 2 & 3 Rounds this year.

Moving forward the service will look at the rounds and amend them, to take account of the issue of litter collection, to seek to ensure that each grass cutting round starts and finishes each cut at roughly the same time. But this will continue to be monitored in year to ensure that all areas of the borough receive the same number of grass cuts to their verges.

I can confirm that no ward is given special attention, and that no area is knowingly left behind without action being taken to address any differences that may occur from time to time.

### **Ken Ferguson**

At the last meeting of the committee, you stated that the purpose of the 20mph zones was not to improve air quality, but it was in the interests of road safety, and you cited some pretty grim national statistics, the current Wirral Road Safety Plan issued by the Council indicates that in Wirral in the last 5 years, 25 children have sadly been killed or injured in road traffic accidents. In the same period 107 cyclists have been killed or injured. If road safety is really the overriding aim of your policy, would it not be more logical to ban bikes? Or indeed is the agenda to ban cars? (Original question was about opposition to 20mph)

### **Response**

The current 20mph speed limit proposals are a borough-wide initiative and not just an extension to existing 20mph speed limits or zones within Wirral. The objective of the scheme is not just about introducing 20mph speed limits, it is also about

providing much better access to cycling and walking and creating neighbourhoods with slower traffic. The proposed 20mph speed limits will focus on creating safe and healthy street environments, which work well for all people and help them live active, healthy lives. It is anticipated that bringing in more 20mph speed limits on roads in the borough will provide an improved sense of road safety for all road users and especially those that are more vulnerable. The scheme will hopefully bring about a behavioural change in motorists, which will be beneficial to all road users with no intentions or plans to ban bikes or cars for that matter.

### **Philip Barton**

I did make a freedom of information request to Merseyside police, and between 2017 and 2020 there were 495 offences recorded by cyclists. 56.8% of which (281) went to court against cyclists riding on a footpath. The number of offences recorded for wheelchair users or pedestrians in a cycleway was 0. Today I attended a meeting about the Dock Branch Park project, which incorporates shared space and does not use segregated cycle lanes. We have a situation here where cyclists will be going from the road to the segregated lane to a shared space. Surely, we need a more coordinated response? (Original question about concerns over introduction of cycle lanes on Conway Street and Europa Boulevard schemes)

### **Response**

The design of cycle tracks must consider the guidance provided in the cycle infrastructure design guide Local Transport Note 1/20. This sets out that on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians and that shared use routes in streets with high pedestrian or cyclist flows should not be used. It also states that shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces. The design of active travel schemes in the borough including Conway Street and Dock Branch have been reviewed by Active Travel England and the council are continuing to liaise with them as the projects develop.

### **Gillian Homeri**

How many of those killed were pedestrians? (Original question asked How many lives are lost in Wirral due to road accidents and how many are seriously injured. Figures relating to injuries and death from 2017 were provided in response)

### **Response**

For the 5-year period between 01/01/2017 to 31/12/2017 there were 137 Killed or Seriously Injured (KSI) road traffic collisions that involved pedestrians with 9 being fatally injured.

### **Anne Adern**

In regard to the 20mph policy you brought in, passed by the Full Council, who did your research? I am hearing time a time again that it wasn't fully researched and you weren't given proper information. I am aware that several parties were involved in

passing it at Full Council, but where do you get your information from? (Original question asked about fuel consumption at 20mph)

### **Response**

On the 1 March 2022, the Environment, Climate Emergency & Transport Committee approved the proposed City Region Sustainable Transport Settlement Combined Authority Transport Plan programme for 2022/23. As part of this resolution, it was approved to allocate funding towards schemes that meet the priorities identified by the Road Safety Working Group, including the implementation of borough-wide 20mph speed limits.

Following this decision, a feasibility study was carried out to consider the methodology to be applied for introducing 20mph speed limits in residential and suburban district centres across Wirral. Further research has also been undertaken by Council officers using the Government commissioned study on the process and impact evaluation of 20mph speed limits that was published in 2018. In addition, officers used guidance and best practice from '20's Plenty', the National campaign and also our neighbouring authority, Cheshire West and Chester who have introduced 20mph speed limits within their residential areas and schools across the borough.

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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

23 October 2023

|                      |  |
|----------------------|--|
| <b>REPORT TITLE:</b> | <b>BIDIVERSITY &amp; NET GAIN STRATEGY</b> |
| <b>REPORT OF:</b>    | <b>DIRECTOR OF NEIGHBOURHOOD SERVICES</b>  |

### REPORT SUMMARY

The Biodiversity & Net Gain Strategy has been developed as a proactive response to the growing environmental challenges, emphasising the conservation and enhancement of biodiversity within Wirral and our neighbouring regions. The strategy outlines a set of priorities and objectives aimed at protecting and enhancing biodiversity, ensuring its long-term survival, and fostering wider environmental benefits. It encourages the involvement of a broad range of stakeholders, including local communities, businesses, and wildlife organisations, in achieving the outlined objectives.

The strategy aligns with several key national legislations and policies, including the Environment Act 2021, which mandates the conservation and enhancement of biodiversity (under the 'enhanced duty') and the implementation of mandatory Biodiversity Net Gain (BNG) in development projects (from January 2024).

The strategy acts as a framework for change and action that will both be achievable and deliver long term impacts. It represents the Council's first consideration of the actions we can take towards conserving and enhancing biodiversity, including:

- Securing a mandatory 10% Biodiversity Net Gain for all development projects in Wirral.
- Establishing a Biodiversity Action Plan to support priority habitat and species targets.

- Maximising the potential from the council's estate to support biodiversity.
- Harnessing local knowledge and expertise to identify opportunities and solutions to local biodiversity issues.
- Fostering effective communication and engagement to achieve biodiversity goals.

The Biodiversity & Net Gain Strategy aligns with the following Wirral Plan (2021-2026) priority:

### **Sustainable Futures**

Working towards a clean-energy, *sustainable borough* that leads the way in its response to the climate emergency and is environmentally friendly.

This is a key decision.

### **RECOMMENDATION**

The Environment, Climate Emergency and Transport Committee is recommended to approve the Biodiversity & Net Gain Strategy (Appendix 1).

## SUPPORTING INFORMATION

### 1 REASONS FOR RECOMMENDATION

- 1.1 The Environment Act 2021 has introduced an enhanced 'biodiversity duty' for local authorities in England to conserve and enhance biodiversity. As part of this duty, local authorities are required to take steps to conserve and enhance biodiversity in the execution of their functions and must report publicly on the actions they have undertaken to meet this duty.
- 1.2 The first consideration of what actions can be taken must be completed by 1 January 2024, and objectives based on these considerations must be agreed upon as soon as practicable thereafter. This duty aims to ensure that local authorities contribute to the achievement of national goals and targets for biodiversity as outlined in the Environmental Improvement Plan (EIP23). The EIP23 commits to several goals, including halting the decline in species abundance by 2030, protecting 30% of UK land by 2030, and increasing species abundance by 10% by 2042, among other objectives. Local authorities must also embed biodiversity in decision-making processes and deliver mandatory Biodiversity Net Gain.
- 1.3 The first reporting period is no later than 1 January 2026, and every five years thereafter, detailing the actions taken to comply with the biodiversity duty and plans for the next reporting period.
- 1.4 The Biodiversity & Net Gain Strategy represents the Council's 'first considerations' of what actions it can take as well as responding to the pressing global biodiversity crisis. It outlines how the Council will fulfil its statutory function in delivering mandatory Biodiversity Net Gain and its obligations under the 'enhanced' biodiversity duty. It provides a strategic framework for biodiversity conservation in Wirral, aiming to address the root causes of biodiversity loss and promoting sustainable practices that foster wildlife-friendly habitats. In addition, this strategy is not just a Council initiative but a community endeavour, encouraging active participation from local communities, businesses, and wildlife organisations to take positive actions in their neighbourhoods and communities in partnership with the Council.
- 1.5 The strategy facilitates strategic collaboration and knowledge sharing, leveraging local expertise to co-design initiatives and maximise funding opportunities. While acknowledging the financial challenges ahead, it is vital that every initiative is targeted, informed, and will have a tangible impact. The Environment, Climate Emergency and Transport Committee is asked to recommend this strategy as it presents a proactive blueprint for safeguarding and enhancing Wirral's rich biodiversity for both now and future generations.

## **2 OTHER OPTIONS CONSIDERED**

- 2.1 The Environment Act 2021 imposes a clear legal duty on local authorities to actively conserve and enhance biodiversity. Moreover, the introduction of the mandatory Biodiversity Net Gain requires developments to demonstrate a 10% increase in biodiversity, therefore the ‘do nothing’ option is not feasible or appropriate. A passive stance would not only risk the decline of vital ecosystems and species but also forfeit the many benefits that a thriving biodiversity brings to Wirral’s communities, including ecosystem services and contributions to human well-being. At this critical point, inaction would fail to uphold the Council’s legal responsibilities and there would be a missed opportunity to foster a resilient, sustainable, and vibrant local environment for the present and future generations of Wirral.

## **3 BACKGROUND INFORMATION**

- 3.1 Biodiversity, the natural world around us, encompasses all living things that make up our environment. It is facing unprecedented threats globally, including habitat destruction, climate change, pollution, and overexploitation of natural resources. These threats are driving the decline of many species, putting the functioning of ecosystems and the services they provide at risk. The International Panel on Biodiversity and Ecosystem Services (IPBES) has highlighted the gravity of biodiversity losses worldwide, urging rapid action to prevent worse consequences.
- 3.2 In response to these challenges, the Council has developed this strategy to address the conservation and enhancement of biodiversity within Wirral. This strategy outlines a set of priorities and objectives to protect biodiversity, ensuring its long-term survival and supporting the delivery of wider environmental benefits. The Council aims to involve a broad range of stakeholders, including local communities, businesses, landowners, and Wirral’s many wildlife organisations, in achieving these objectives.
- 3.3 The strategy also seeks to empower individuals, communities, and businesses to take positive actions in their neighbourhoods, delivering positive outcomes for biodiversity.
- 3.4 The strategy represents a consolidation of commitments and objectives for biodiversity in Wirral. It identifies strategic links to work together, co-design initiatives, maximise funding opportunities, and share learning, knowledge, and expertise. This collaborative approach will leverage the knowledge of local ecosystems, species, and habitats to identify priority areas and species for inclusion in our subsequent Biodiversity Action Plan and ongoing biodiversity activities.

## ***Biodiversity in Wirral***

- 3.5 Wirral has a unique biodiversity offer, boasting a rich variety of habitats ranging from pastoral landscapes to coastal scenery, and home to a host of remarkable species. The borough contains numerous designated sites, including 12 Sites of Special Scientific Interest (SSSIs) that are nationally significant for the biodiversity and geological features they support, as well as many Local Wildlife Sites that often shelter priority or nationally threatened habitats and species. These sites, along with renowned parks such as Birkenhead Park, Wirral Country Park, and various nature reserves, present an exciting opportunity to further conservation efforts. The vibrant biodiversity in Wirral not only forms the backbone of functioning ecosystems but also serves as vital corridors for various species, offering a unique chance to enhance sites and promote even greater biodiversity. By harnessing the wealth of local knowledge and fostering community action, the Council has an opportunity to build upon the existing initiatives and spearhead transformative conservation and enhancement projects.

## **4 FINANCIAL IMPLICATIONS**

- 4.1 In the current financial landscape, implementing the initiatives suggested in the Biodiversity & Net Gain Strategy may pose a significant challenge. However, it is imperative to view these initiatives as a vital investment towards improving the ecological health of Wirral's biodiversity.
- 4.2 To navigate these financial challenges, the strategy proposes a range of creative funding solutions. Firstly, partnerships with local businesses, environmental Non-Governmental Organisations, and community groups would allow the Council to pool resources and expertise. Collaborative efforts will also foster community engagement and potentially unlock additional funding streams.
- 4.3 Furthermore, the strategy presents an exciting opportunity to develop habitat banks within the borough. These habitat banks can serve as a reservoir of biodiversity, conserving and enhancing valuable habitats. By establishing habitat banks, the council can generate ring-fenced funding through the sale of Biodiversity Net Gain (BNG) units to developers, as mandated by the Environment Act 2021. This not only creates a self-sustaining funding mechanism but also encourages responsible development practices within the borough.
- 4.4 To support local authorities in fulfilling their new duties under the Environment Act 2021, it is anticipated there will be grant opportunities from governmental and non-governmental organisations dedicated to environmental conservation. By identifying and securing various targeted

and broad conservation grants and funding the Council can ensure the delivery of specific interventions within the strategy.

### ***Section 31 Funding – Biodiversity Net Gain transitional funding***

- 4.5 Section 31 funding (as contained in the Local Government Act 2003) allows a Minister of the Crown to pay a grant to a local authority in England towards expenditure incurred or to be incurred by it. In this case, Defra has committed to providing ring-fenced Section 31 funding to local authorities in England for the purpose of preparing for mandatory Biodiversity Net Gain. The Council has received £36,854 for the 21/22 and 22/23 financial years and is due to receive a further £26,854 for 23/24 subject to satisfactory evidence of spend submissions. The Council is using this funding to secure training, develop new processes, undertake assessments of the Councils estate and cover officer time.

## **5 LEGAL IMPLICATIONS**

- 5.1 The delivery of the initiatives outlined in the Biodiversity & Net Gain Strategy is governed by several legal frameworks that impose statutory duties on the Council, particularly as the Local Planning Authority.
- 5.2 The Environment Act 2021 mandates a significant enhancement of the 'biodiversity duty' for local authorities in England. It requires the Council to ensure that any development approved results in a measurable, verifiable, and long-term improvement to the biodiversity related to the development site. The Act also introduces provisions for Biodiversity Net Gain (BNG) within the Town and Country Planning Act 1990, stipulating conditions for planning approval relating to BNG. The Council is also required to develop and maintain robust policies at a local level to ensure the delivery of BNG.
- 5.3 The Natural Environment and Rural Communities Act 2006 imposes a 'General Biodiversity Duty' on all public authorities in England, including local authorities, to consider the conservation and enhancement of biodiversity when executing their functions.
- 5.4 The EIP23 sets forth national goals and targets for biodiversity, including halting the decline in species abundance by 2030 and protecting 30% of UK land by the same year. The Council must align its actions with these targets and report publicly on its efforts to conserve and enhance biodiversity, with the first reporting period being no later than 1 January 2026, and every five years thereafter.
- 5.5 It is important that the Council adheres to these legal frameworks.

## **6 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 Implementing the initiatives outlined in the strategy will require various resources. A critical component of this is the development of in-house expertise, where the Council aims to develop a team of skilled officers with knowledge and experience in habitat management and biodiversity conservation. This expertise will facilitate ecological assessments and the design of appropriate and targeted conservation measures. To achieve this, the Council is in the process of recruiting an ecologist to coordinate Biodiversity Net Gain (BNG) initiatives and other actions outlined in the strategy. This role will also be instrumental in steering the development of habitat banks, where the Council can play a key role in creating, restoring, or enhancing habitats to offset the ecological impacts of development. The Council is also committed to leveraging the wealth of local data, knowledge, and expertise to identify opportunities and solutions to local biodiversity issues.

## **7 RELEVANT RISKS**

- 7.1 As outlined in Section 5 there a number of legislative frameworks that the Council must adhere to in relation to biodiversity and biodiversity net gain. Not delivering on these new duties could risk legal challenge, cause significant delays to the planning process, and cause reputational damage. This strategy serves as a clear consideration and incorporation of these frameworks into Council operations and supports BNG readiness ahead of mandatory BNG in January 2024.

## **8 ENGAGEMENT/CONSULTATION**

- 8.1 The Council undertook a public consultation on Biodiversity and BNG from June 26, 2023, to July 24, 2023. The consultation aimed to gather public opinions on the biodiversity in Wirral, focusing on understanding the awareness, importance, and key themes of biodiversity. It also sought to identify the threats and challenges to biodiversity in Wirral and gather views on the proposed key priorities for Wirral's Biodiversity and Net Gain Strategy. The consultation was conducted online through the 'Have your say' portal, where respondents could engage with an online questionnaire, an ideas board, and a map tool. The key outcomes include:

- A total of 116 people engaged with the consultation, with 111 completing the questionnaire.
- A significant majority (89.2%) of respondents were aware or very aware of biodiversity, and 92.7% considered biodiversity to be important or very important for Wirral and its communities.

- The most agreed-upon biodiversity themes were supporting natural ecosystems (87.4%), conserving biodiversity for future generations (85.6%), and creating wildlife corridors (84.7%).
- The greatest perceived threats to biodiversity in Wirral were development (80.2%), habitat loss (71.2%), and land management practices (62.2%).
- The priority that respondents agreed with the most was "Harness the wealth of local knowledge and expertise to identify opportunities and solutions to local biodiversity issues."

## **9 EQUALITY IMPLICATIONS**

- 9.1 The equalities impact assessment for this report can be found here: <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

## **10 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 The strategy outlines a clear relationship between biodiversity conservation and climate change mitigation, emphasising that actions fostering biodiversity can also mitigate climate change impacts and vice versa. The strategy acknowledges the direct and indirect impacts of climate change on biodiversity, including shifts in species distribution, and altered seasonal and extreme weather events. It also notes the exacerbating effect of biodiversity loss on climate change, particularly through the reduction of carbon storage capacity in ecosystems and impacts on other ecosystem service provision. This directly aligns with the Council's Environment and Climate Emergency Declaration (2019), which commits to significant biodiversity enhancement initiatives, including expanding wildlife habitats and doubling the region's tree canopy cover. This holistic approach aims to foster resilient ecosystems capable of adapting to changing conditions, safeguarding biodiversity in Wirral.

## **11 COMMUNITY WEALTH IMPLICATIONS**

- 11.1 The strategy aligns with the priorities of Wirral's Community Wealth Building Strategy 2020-2025, including:

### **Plural Ownership of the Economy**

The strategy encourages community engagement and collaboration, fostering a sense of ownership and stewardship over local natural resources and biodiversity. The strategy will rely on a mix of delivery and ownership models such as community organisations and partnerships to secure long term outcomes of its initiatives.



## **Progressive Procurement of Goods and Services**

The strategy can influence procurement practices by encouraging the sourcing of local goods and services for biodiversity projects, maintaining a dense local supply chain comprising small enterprises and community organisations.

## **Socially Just Use of Land and Property**

The strategy is underpinned with responsible and sustainable use of land and property to conserve and enhance biodiversity, promoting sustainable land use practices and management that benefit the community and the environment.

## **Making Financial Power Work for Local Places**

The strategy outlines potential revenue-generating initiatives, such as the development of habitat banks and the sale of BNG units to developers, which can create new financial resources that benefit local places whilst ensuring development gives back more than it takes.

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## **APPENDICES**

Appendix 1 – Biodiversity & Net Gain Strategy 2023-2028 (The PDF file may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact [jamesroberts@wirral.gov.uk](mailto:jamesroberts@wirral.gov.uk) to request this document in an accessible format)

Appendix 2 – Wirral’s Biodiversity Consultation Report

## **BACKGROUND PAPERS**

Tree, Hedgerow and Woodland Strategy 2020-2030  
Wirral Council Pollinator Strategy 2022-2030  
Wirral Council Environment and Climate Emergency Action Plan  
<https://www.wirral.gov.uk/about-council/climate-change-and-sustainability/environment-and-climate-emergency-action-plan>  
Cool2 Strategy – December 2019

## **TERMS OF REFERENCE**

This report is being considered by the Environment, Climate Emergency & Transport Committee in accordance with section (a) of its Terms of Reference, in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy.

## **SUBJECT HISTORY (last 3 years)**

| <b>Council Meeting</b> | <b>Date</b> |
|------------------------|-------------|
| <b>Na</b>              | <b>na</b>   |

# **BIODIVERSITY & NET GAIN STRATEGY 2023-2028**



# FOREWORD

As Chair of the Environment, Climate Emergency and Transport Committee, and local councillor, it is my privilege to introduce Wirral Council's Biodiversity & Net Gain Strategy, a blueprint for safeguarding and enhancing the rich biodiversity of Wirral.

In recent years, the urgency to protect our natural habitats and the species that inhabit them has become much clearer. This is one of the most nature depleted countries in the world and we have to act. The strategy we lay before you is not just a response to this urgency but a proactive and achievable approach to ensure that our local environment thrives for generations to come.

Fully committed to embedding the consideration of biodiversity at every level of the Council's operations, we are also looking to harness the wealth of local knowledge and expertise to better address biodiversity issues. By involving our residents, volunteers, and community groups, we will create initiatives that are both inclusive and tailored to Wirral's unique environment.

This strategy is not just the council's responsibility; it is a community endeavour. Everyone has a role to play in protecting and enhancing our biodiversity. The strategy aims to empower each of us to take positive actions in neighbourhoods and communities. Together, we can foster wildlife-friendly habitats and promote sustainable practices that make a real difference for nature and people.

As we embark on this journey, we are aware of the financial challenges that lie ahead for the Council. If our aim is to create a much more biodiverse borough, then we will have to be resourceful, like nature. If successful, we will create a place where future generations can enjoy a richer natural heritage and all the health and wellbeing benefits associated with this. The journey starts here.



Liz Grey

Chair, Environment, Climate Emergency and Transport Committee

## Vision Statement

This Biodiversity and Net Gain Strategy envisions a thriving, interconnected ecosystem, harmoniously coexisting with our vibrant communities in Wirral. In the five year span of this strategy, we are committed to nurturing biodiversity, enhancing our natural heritage, and embracing ecological resilience. Through robust planning, development that gives back more than it takes, and passionate community involvement, we aim to restore habitats, bolster species populations, and protect our vital ecosystem services. Under this strategy, Wirral will become a beacon of environmental stewardship and best practice, where the wonders of nature enrich our lives, where biodiversity flourishes, and where future generations inherit a thriving, ecologically balanced Wirral.

### The purpose of this Strategy

- To provide Wirral Councils 'first considerations' of what actions to take for biodiversity and how we will champion the enhanced Biodiversity Duty (Environment Act 2021)
- To provide a framework for change and action towards the conservation and enhancement of biodiversity in Wirral
- To inform decision making and establish a robust governance and monitoring framework for biodiversity actions

### Overarching aims

- Establishing a robust Biodiversity Action Plan for Wirral
- Outlining compliance with Biodiversity Net Gain legislation
- Engaging our residents and communities to take action for biodiversity in Wirral
- Embedding biodiversity considerations in everything we do in Wirral Council
- Harnessing local knowledge, expertise and data in our decision making and action

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# WHAT IS BIODIVERSITY AND NET GAIN?

## What is Biodiversity?

Biodiversity is the natural world around us. It's all the living things that make up our environments. It is the variety of these things and how they interact with each at all levels that creates biodiversity. The plants, animals, insects, and microorganisms that live in our environment which, given the right circumstances and under the right conditions, create ecosystems that are delicately balanced to support the world in which we live.

Biodiversity is often viewed as something 'nice to look at' but it is much more than this. Without biodiversity, many of the support systems that we as communities and individuals rely on would collapse both at a global and a local level. What we call 'ecosystem services' such as cleaning our air and water, providing natural flood defences, pollinating our food, carbon sequestration and many more would be lost without biodiversity. This is why it is so important that we conserve and enhance the biodiversity that surrounds us and reinstate it where it has once been lost.

## Why are we developing a Strategy?

Biodiversity is facing unprecedented threats from human activities, including habitat destruction, climate change, pollution, and overexploitation of natural resources. These threats are driving the decline of many species, and putting the functioning of ecosystems, and the services they provide, at risk.

The International Panel on Biodiversity and Ecosystem Services (IPBES) has produced a report showing the seriousness of biodiversity losses worldwide (<https://www.ipbes.net/global-assessment>). As with climate change, we need to act rapidly before worse consequences happen.

As a response to these challenges, this Biodiversity & Net Gain Strategy has been developed to address the conservation and enhancement of biodiversity within our local area and region. This strategy will outline a set of priorities and objectives to protect and enhance biodiversity, to ensure its long-term survival, and to support the delivery of wider environmental benefits.



It will be built on the recognition that local action is critical in the conservation and enhancement of biodiversity. The Council want to encourage and support the involvement of a broad range of stakeholders, including local communities, businesses, landowners, and Wirral's many wildlife organisations in the implementation of our objectives.

Our biodiversity objectives aim to deliver a range of benefits, including the enhancement of local biodiversity, the protection and restoration of valuable habitats, and the provision of ecosystem services that support human well-being. They also acknowledge the importance of addressing the causes of biodiversity loss, including climate change, pollution, and unsustainable development and land practices.

This will be our framework for action that will be both ambitious and achievable. The development and implementation of this strategy will require a collaborative effort, involving a range of stakeholders, working together to achieve a shared vision. By working together to protect and enhance biodiversity, we can ensure that future generations inherit a Wirral that is rich in biodiversity and able to provide the ecosystem services we all rely on.

## What is Biodiversity Net Gain?

Biodiversity Net Gain (BNG) is a concept that aims to ensure that development projects result in a net gain of biodiversity, rather than a loss. BNG requires that any loss of biodiversity caused by development is compensated for by measures to enhance or create habitats, with the goal of delivering an overall increase in biodiversity.

In England, BNG is a mandatory requirement of the Environment Act 2021. From January 2024, development projects must deliver a 10% net gain in biodiversity. The UK government has also established a metric for measuring biodiversity net gain, known as the Biodiversity Metric, which is used to calculate the biodiversity value of habitats and inform decision-making around development projects. The Biodiversity Metric also includes a 'Small Sites Metric' which is a simplified version of the Biodiversity Metric designed for use on small development sites.

The aim of BNG is to ensure that development projects are carried out in a way that supports the conservation and enhancement of biodiversity, while also meeting the needs of society and the economy. By delivering a net gain in biodiversity, developments can contribute to the wider goal of halting and reversing biodiversity loss and support the delivery of ecosystem services that are essential to human well-being.

The concept of BNG is based on the principle of the biodiversity mitigation hierarchy, which prioritises avoidance, minimisation, mitigation, and finally compensation, in that order. BNG goes further by requiring that development projects deliver a measurable and quantifiable net gain in biodiversity, rather than simply seeking to balance any losses. Any mitigation and/or compensation requirements for 'Habitat Sites', other statutory designated sites or irreplaceable habitats are dealt with separately from biodiversity net gain provision.

Biodiversity net gain is additional to any habitat creation/enhancement required to mitigate or compensate for impacts. It is also important to note that biodiversity net gain should be applied to all habitat features within proposed development and can be delivered even if there are no losses or impacts from development.

### ***Biodiversity Mitigation Hierarchy***

The biodiversity mitigation hierarchy is a framework used to guide the management of biodiversity impacts in development projects, as outlined in paragraph 180 of the National Planning Policy Framework. The hierarchy consists of four steps:

1. **Avoidance:** The first step is to avoid impacts on biodiversity wherever possible. This may involve siting a development away from sensitive areas or avoiding activities that could cause harm to species or habitats. This necessitates the consideration of BNG at a very early stage of the project design process.
2. **Minimisation:** If avoidance is not possible, the next step is to minimise impacts on biodiversity. This may involve modifying project design or practices to reduce harm to species or habitats.
3. **Mitigation:** If impacts on biodiversity cannot be avoided or minimised, the next step is to restore or enhance affected habitats or species. This may involve restoring degraded habitats, creating new habitats, or implementing measures to support the recovery of affected species.
4. **Compensation:** If all other options have been exhausted, the final step is to offset any remaining biodiversity impacts. This may involve investing in biodiversity conservation or restoration projects elsewhere or providing compensation for any residual harm caused by the development.

# WHY NOW?

Biodiversity is important. It provides ecosystem services that are essential for human well-being. These services include the provision of food, clean water, air purification, climate regulation, and natural resources. Without these services, our economies and societies would struggle to function.

Biodiversity is also important in its own right; it has intrinsic value and a right to exist. The diversity of life on Earth is a source of wonder and beauty, and it is our responsibility to protect it for future generations.

Biodiversity is important for the resilience of ecosystems, as it allows them to adapt to changing conditions and maintain their functioning over time. Biodiversity provides a buffer against disturbances such as climate change and disease and ensures that ecosystems can continue to provide their vital services.

However, biodiversity is under threat from a range of human activities, including habitat destruction, pollution, overexploitation of natural resources, and climate change. The rate of species extinction is currently estimated to be 100-1,000 times higher than the natural rate, and up to one million species are at risk of extinction in the coming decades. If too many species are lost from an ecosystem, then those ecosystems cease to function.

This loss of biodiversity has significant implications for our own well-being, as it reduces the provision of ecosystem services and undermines their resilience. It also has wider implications for the functioning of the Earth system, as biodiversity loss can lead to feedbacks that exacerbate climate change and other environmental problems.

Protecting biodiversity is therefore a crucial priority for society, and one that requires urgent action. We need to take immediate steps to address the drivers of biodiversity loss, and to protect and restore biodiversity through a range of conservation and restoration measures.

# LEGISLATIVE AND STRATEGIC CONTEXT

## National Legislation

The following are key pieces of legislation and strategies relating to Biodiversity and Biodiversity Net Gain (BNG) in England:

1. **The National Planning Policy Framework 2021:** The policy framework sets out the government's planning policies for England. It requires Local Planning Authorities to consider BNG when making decisions on development proposals.

The framework also requires plans and policies to contribute to and enhance the natural environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and establishing coherent ecological networks that are more resilient to current and future pressures.

### *Habitats and Biodiversity*

To protect and enhance biodiversity, plans are also required to identify, map and safeguard components of local wildlife-rich habitat and wider ecological networks.

2. **The Environment Act 2021:** The Environment Act 2021 introduces provisions for mandatory biodiversity net gain and an enhanced 'Biodiversity Duty' in England. These provisions include:
  - a. **Mandatory Biodiversity Net Gain:** The Act requires all new development projects in England to deliver a mandatory biodiversity net gain. This means that the biodiversity value of a site must be enhanced by at least 10% compared to its pre-development state.
  - b. **Biodiversity Metric:** The Act establishes a new biodiversity metric, which will be used to measure the biodiversity value of a site and the biodiversity net gain achieved through development projects. The metric has been developed by DEFRA and Natural England and will be based on a range of ecological factors, including the condition and species richness of habitats.
  - c. **Conservation Covenants:** The Act allows for the creation of conservation covenants, which are legally binding agreements between landowners and conservation

bodies or public authorities. These covenants will enable landowners to commit to delivering long-term biodiversity benefits on their land, and to ensure that these benefits are maintained even if the land is sold or passed on to future generations.

d. **Local Nature Recovery Strategies:** The Act requires local authorities in England to produce Local Nature Recovery Strategies (LNRS), which will identify priority areas for biodiversity conservation and enhancement at the local level. The LNRS will be developed in consultation with stakeholders, including local communities and businesses, and will inform the planning process. For Merseyside, the LNRS is being produced by Liverpool City Region, in consultation with adjoining authorities.

3. **Town and Country Planning Act 1990 (TCPA):** The Environment Act inserts new provisions for Biodiversity Net Gain within the TCPA outlining all related conditions required for planning approval (including a new general condition). This includes satisfying that the ‘biodiversity gain objective’ has been met “...in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage”. It also outlines the need for the submission and approval of a Biodiversity Gain Plan.
4. **The Natural Environment and Rural Communities Act 2006 (NERC Act):** This Act sets out an enhanced ‘Biodiversity Duty’, the ‘General Biodiversity Objective’ for all public authorities in England, including Local Authorities. The Act requires public authorities to have regard to the conservation and enhancement of biodiversity when carrying out their functions. This means that Local Authorities, as public authorities, have a legal duty to consider the conservation and enhancement of biodiversity when making decisions or taking actions that could affect the natural environment.
5. **The Countryside and Rights of Way Act 2000 (CROW Act):** Section 1 of the CROW Act requires that any exercise of public access rights under the Act must have regard for the conservation of natural beauty and the flora, fauna, and geological or physiographical features of the land. The CROW Act also established the Joint Nature Conservation Committee (JNCC), which is responsible for advising the government on matters relating to the conservation of biodiversity and the management of Sites of Special Scientific Interest (SSSIs).

6. **The Wildlife and Countryside Act 1981:** This Act provides protection for certain species of animals and plants, as well as their habitats. Under this act it is an offense to intentionally or recklessly damage, destroy, or disturb a protected species or its habitat. The Act also established Sites of Special Scientific Interest (SSSIs), which are nationally important protected areas with exceptional ecological or geological features.
7. **The Conservation of Habitats and Species Regulations 2017:** These regulations implement the European Union's Habitats Directive and Birds Directive in the UK. They provide protection for a range of habitats and species of European importance, including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Most of Wirral's coast carries these designations.

## Local Policy & Strategies

### ***Wirral Council Local Plan 2021-2037***

Wirral's forthcoming Local Plan has been developed to create a low carbon and high biodiversity backdrop across its development policies. It will direct decision making on planning applications in Wirral in a way that protects and enhances biodiversity. The plan will continue to protect designated sites and seeks biodiversity net gain from developments to address the Environment and Climate emergency. It aims to protect habitats and species and drive wider environmental gains through new development, increasing the value of land and water to support biodiversity. Below are the key policy drivers that will support the enhancement and protection of biodiversity in Wirral.

### ***Policy WS5 – Strategy for Green and Blue Infrastructure, Open Space, Biodiversity and Landscape Protection***

Under this policy, developments will contribute to high quality and coherent networks of blue and green infrastructure in Wirral. It provides considerations for:

- Green and blue infrastructure networks
- Open space provision
- Ecological Networks
- Mitigating recreational disturbance on international sites for nature conservation
- Maintenance of green infrastructure and open space provision

- Landscape Character

This policy also outlines developer contributions to BNG, aligning national legislative requirements at a local policy level. This describes what developers must do to satisfy mandatory 10% BNG.

***Policy – WD3 Biodiversity and Geodiversity***

This policy aims to protect designated biodiversity or geodiversity assets, priority habitats or priority species of conservation concern, legally protected species, and irreplaceable habitats including ancient woodland. It does this by:

- Requiring Habitat Regulation Assessments where developments may result in significant impact on internationally important sites.
- Upholding the mitigation and compensation hierarchy where impact on biodiversity is unavoidable.
- Requiring Ecological Appraisal and Impact Assessments (including standards) for developments that may affect ecological features.
- Requires details of long-term management including management, monitoring and maintenance of mitigating measures.

Below are the key Council Strategies that align with the protection and enhancement of biodiversity and the delivery of BNG. They include:

***Climate Emergency Declaration and Policy Statement***

On 15<sup>th</sup> July 2019, Wirral Council declared a Climate Emergency to address the ecological and climate crisis. One of the key priorities under this declaration was to 'Protect and Enhance Biodiversity'. It will do this by:

- Managing at least 30% of land in Wirral for the benefit of wildlife by 2030
- Ensure 'net gain' in biodiversity across all Council land
- Increase tree planting to double Wirral's tree canopy cover
- Increase the number of parks and open spaces achieving green flag status

### ***Wirral's Tree Woodland and Hedgerow Strategy 2020-2030***

Wirral Council's Tree Woodland and Hedgerow Strategy outlines how the council will manage and increase trees and hedgerows between 2020 and 2030. It recognises the importance of trees and hedgerows for both the health and wellbeing of Wirral's communities and environment. The strategy is focused on protecting and increasing Wirral's Urban Forest with 210,000 trees planted over a ten-year period to double canopy cover.

The strategy recognises the importance of trees for biodiversity and net gain, providing opportunities to develop coherent ecological networks that are resilient to future pressures. Trees and hedgerows often represent opportunities for wildlife and biodiversity in urban settings and can provide vital steppingstones for wildlife across the borough.

In June 2023 an i-Tree survey was undertaken to better understand Wirral's tree and hedgerow provision and the services they support. In relation to biodiversity:

- Wirral's urban forest can play a significant role in supporting and protecting biodiversity.
- Wirral has a relatively low abundance of trees that support invertebrates.
- Goat Willow is considered the best species for supporting insects but only represents 1% of Wirral's tree community.
- Increasing the provision of Common Holly, Willow species, and Common Hawthorn would improve provision of pollen and nectar.
- 4 out of 5 of Wirral's most common tree species are rated highly as providers of fruits and seeds and increasing the population of Oak and Blackthorn would support this further.

### ***Wirral's Pollinator Strategy 2022-2030***

The Pollinator Strategy seeks to address the decline in pollinators and recognises the importance of biodiversity and more natural environments. The strategy was designed to deliver on the biodiversity pillar of Wirral's Climate Emergency Policy Statement to support biodiversity locally. Pollinators are essential for healthy and functioning ecosystems and the services they provide. Providing tangible action to protect and reduce declining populations the strategy addresses factors such as habitat loss, land use practices and climate change.



## ***Wirral's Green and Blue Infrastructure Strategy 2020***

Wirral's Green and Blue Infrastructure Strategy is a comprehensive exploration of the role and significance of 'Green and Blue Infrastructure' (GBI) within Wirral. This encompasses not only how GBI can support healthy ecosystems but also its pivotal role in addressing challenges like climate change. It specifically touches upon the benefits of carbon sequestration, the promotion of greenways for sustainable travel, flood risk management, and mitigation of urban heat island effects. An opportunity assessment also details a roadmap, pinpointing key issues, emerging opportunities, and priority actions to deliver GBI in Wirral. A central theme is the safeguarding of Wirral's distinct ecological resources and the management of recreational pressures on vital habitats. Furthermore, the strategy introduces the concept of Biodiversity Net Gain (BNG), emphasising the requirement for all developmental projects to provide a 10% net gain.

In addition, the most common GI features are captured within the Biodiversity Net Gain (BNG) Metric and can contribute towards the outcome of a BNG assessment on proposed development. Within the BNG Metric, development proposals are scored against the strategic significance of any proposed interventions for biodiversity. This means that any BNG proposal that contributes to the objectives, targets or priorities within such agreed and published strategies will inform the strategic significance scores and BNG outcomes.

## ***Liverpool City Region (LCR) Ecological Network***

The Liverpool City Region (LCR) Ecological Network is a comprehensive collection of ecological and biodiversity information that aims to enhance the protection and management of the Liverpool City Region's natural assets.

The LCR Ecological Network comprises:

- A Core Biodiversity Area combining Designated Sites and Priority Habitats,
- Linear Features such as hedgerows, canal, and rivers,
- Steppingstone Sites i.e., ponds, and
- A Nature Improvement Area including 17 Focus Area profiles. When combined these Focus Areas form the LCR Nature Improvement Area (NIA) which provides an LCR-wide opportunity for the strategic delivery of biodiversity outcomes.

## ***Liverpool City Region Local Nature Recovery Strategy***

The development of Local Nature Recovery Strategies (LNRS) has been mandated under the Environment Act 2021. The preparation of the LNRS will be led by the Liverpool City Region Combined Authority (LCRCA) in collaboration with public, private, and voluntary sectors. At a minimum the LNRS will contain a local habitat map and the identification of biodiversity priority areas to help focus action for nature recovery and support the delivery of Biodiversity Net Gain. For example, the LNRS can be used to target offsite BNG so that it directly contributes to the Nature Recovery Network. It will help people see where action to recover nature in their area will be most effective in providing the greatest benefit for nature and the wider environment. Once complete, the LNRS will supersede the LCR Ecological network as the evidence base for informing decision making at a local level.

### ***Strategic Links***

The Biodiversity & Net Gain Strategy represents a consolidation of the Council's commitments and objectives for biodiversity in Wirral. It provides the framework and outlines the legislative drivers for tangible action and accountability for delivery. Biodiversity is the common thread across these strategies and highlights the scope and scale of the challenges across the Council and the borough. Identifying strategic links now, means bringing stakeholders together to co-design initiatives and programmes of work, maximise funding opportunities and share learning, knowledge, and expertise. This will include bringing together services such as Parks & Countryside, Climate Change, Assets, Planning, and Regeneration.

# New Duties

The Environment Act 2021 introduces an enhanced 'biodiversity duty' for Local Authorities in England. This new duty requires Local Authorities to take steps to conserve and enhance biodiversity in the exercise of their functions. They must also report publicly on the actions they have taken to meet this duty. They must do this by:

- Considering what they can do to conserve and enhance biodiversity.
- Agree policies and specific objectives based on their considerations.
- Act to deliver their policies and achieve their objectives.

The first consideration of what action the Council can take must be completed by 1 January 2024 and objectives must be agreed as soon as practicable thereafter. The development of this strategy aims to fulfil this requirement.

Key considerations must take note of how broader strategies influence how the Council complies with its duties including Local Nature Recovery Strategies, and Protected Site and Species Conservation Strategies.

The aim of this duty is to ensure Local Authorities contribute to the achievement of national goals and targets for biodiversity as set out in the Environmental Improvement Plan (EIP23). This plan commits to:

- By 2030
  - a. Halt the decline in species abundance.
  - b. Protect 30% of UK land.
  
- By 2042
  - a. Increase species abundance by 10%
  - b. Restore or create at least 500,000ha of wildlife rich habitat.
  - c. Reduce the risk of species extinction.
  - d. Restore 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition.
  - e. Halt the decline of species abundance.

The Council must consider biodiversity when taking decisions and actions that could impact biodiversity. This also includes identifying opportunities for Biodiversity Net Gain, where possible, and taking steps to avoid or mitigate harm to biodiversity.

The EIP23 also states that Local Authorities must also report publicly on their actions to conserve and enhance biodiversity by publishing a 'Biodiversity Report'. The first reporting period is no later than 1 January 2026 and no later than every five years thereafter. The report must include:

- a summary of actions taken to comply with the biodiversity duty
- how the Council plan to comply with the biodiversity duty in the next reporting period
- any other information on how the Council has delivered on the biodiversity duty

The report must also include specific information on Biodiversity Net Gain, including:

- the actions the Council and the Local Planning Authority carried out to meet biodiversity net gain obligations
- details of biodiversity net gains resulting, or expected to result, from biodiversity gain plans the Local Planning Authority have approved
- how the Council and the Local Planning Authority plans to meet biodiversity net gain obligations in the next reporting period

The reports must be easily accessible to the public, and Local Authorities must engage with local communities and stakeholders in developing them.

The enhanced duty for Local Authorities to conserve and enhance biodiversity requires them to take proactive steps to protect and improve the natural environment in their decision-making processes. It also requires them to be transparent and accountable in their actions, reporting regularly on progress and outcomes achieved.

# OUR ROLE

The Council has an important role to play in conserving and enhancing biodiversity as its responsible for a range of functions that can impact biodiversity, including land use planning and development management, asset management, and the provision of public services.

The Council aims to fulfil it's through a number of actions, including:

1. Developing and implementing this Biodiversity & Net Gain Strategy and Biodiversity Action Plan: This strategy will provide a framework for local action to conserve and enhance biodiversity. It sets out clear objectives and actions for local biodiversity, and will be based on an assessment of the local biodiversity offer.
2. Continuing to identify and designate Local Wildlife Sites: These are areas that are important for biodiversity and require special protection. Sites can be designated based on their importance for habitats, species, or geological features.
3. Applying 10% Biodiversity Net Gain: This involves considering how development projects could deliver a net gain in biodiversity, by retaining, enhancing or creating habitats of equal or greater ecological value.
4. Managing parks, gardens, open spaces, and other public green spaces: Wirral's Parks & Countryside Service maintains Wirral Council's 'green estate' which totals some 1,700 hectares of land. The Council will manage these areas to support biodiversity, for example, by maintaining and enhancing habitats that safeguard protected species and ecosystem services.
5. Engaging the public: The Council can engage the public in biodiversity conservation and enhancement through education and awareness-raising campaigns, citizen science projects, and volunteering opportunities.
6. Local Nature Recovery Strategy (LNRS): The Council is a supporting authority for the Liverpool City Region LNRS and will contribute to the development and delivery of the LNRS.

# WHAT MATTERS TO YOU

In June 2023, the Council held a public consultation on biodiversity and biodiversity priorities in Wirral. This included feedback on the biodiversity objectives as outlined in this strategy. This exercise aimed to raise awareness of biodiversity in Wirral and the forthcoming BNG legislation and allow residents and communities to comment on the challenges and opportunities facing biodiversity.

Biodiversity is important to Wirral's residents and communities with 89% of respondents being aware of biodiversity issues and 93% feeling that it is important to Wirral and its communities.

Wirral's residents felt that:

- Biodiversity is important for functioning ecosystems and the services they support.
- It provides important wildlife corridors for various species and it is important to enhance sites to promote more biodiversity.
- Climate resilience and protecting the green belt is vital for biodiversity

## ***Threats and challenges***

Development, habitat loss and poor land management practices were the top three scoring challenges and threats facing biodiversity in Wirral.

## ***Target areas***

Residents could suggest sites in Wirral that could be targeted for biodiversity and conservation action which will be considered in the forthcoming Biodiversity Action Plan. Examples include:

- Improving degraded SSSI sites of wet meadows
- Restoring wetland habitat and seasonal floodplains
- Managing greenspaces to support rare species
- Highlighting areas with notable species for review

## ***Biodiversity & Net Gain Strategy Objectives***

All of Wirral's Biodiversity & Net Gain Strategy objectives had a high-level agreement with all respondents. Harnessing the wealth of local knowledge and expertise and encouraging community action were particularly important in tackling biodiversity issues in Wirral.

# BIODIVERSITY IN WIRRAL

## Geological and Landscape Setting - Overview

Approximately two thirds of Wirral represent the Natural England National Character Area 59 (NCA 59 - Wirral<sup>1</sup>) and is described as a peninsula formed by the Mersey and Dee estuaries with a unique landscape. As well as the urban areas, it consists of a pastoral landscape, sandstone ridges, lowland heathlands, coastal scenery, and valley woodlands. Wirral is rich in wildlife, with areas protected by national, European, and international designations. The coastal and estuarine landscapes provide many opportunities for recreation associated with wildlife, such as birdwatching and educational nature walks. Wirral also contains a mix of agricultural land, ponds and copses, and a low-lying remnant agricultural and horticultural area behind coastal embankments. A network of green infrastructure provides locations for people to enjoy the natural environment and supports biodiversity.

The majority of Wirral's coastline is undeveloped and is used for recreation and nature conservation. North Wirral is characterised by coastal sand dunes that are now separated from natural interaction with the foreshore by artificial defences, low-lying hinterland, and extensive sandy and muddy/sandy beaches. The Dee Estuary is located between the Wirral and north-east Wales and is of international importance for wildlife. The three small, low-lying sandstone islands of Hilbre are located approximately 1 km off the extreme north-west corner of the Wirral peninsula.

Wirral's coastal and estuarine habitats have high biodiversity value and are protected by national, European, and international designations. Mudflats, sand flats, salt marshes and grazing marshes support large populations of wildfowl and waders. Grass and arable farmland are important for feeding birds, while lowland heathland, infield ponds, ancient woodland and species-rich grassland support a wide range of species, including bats, brown hare and barn owl.

Wirral contains approximately 856 ha of woodland (5 per cent of the total area), which contains areas of ancient woodland. Ancient woodland is the most species-rich woodland and is at least 400 years old. Woodland in

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<sup>1</sup> [NCA Profile: 59 Wirral - NE545 \(naturalengland.org.uk\)](https://naturalengland.org.uk/nca-profiles/59-wirral)

Wirral is mainly broadleaved and is found in wooded valleys, country parks, and estates.

### ***National Character Area 58: Merseyside Conurbation***

The east of Wirral represents the Natural England Character Area 58 (NCA 58 – Merseyside Conurbation<sup>2</sup>) which is a predominantly urban and suburban landscape, centred around the settlements of Birkenhead, Bebington, and Wallasey. The area is situated on a low-lying land, intersected by the lower estuary of the River Mersey. The region is known for its dense settlement patterns, with a significant portion of the land being used for industrial purposes, including docks and warehouses, which are connected by an extensive transport infrastructure.

The landscape of the area is characterised by a blend of natural and urban elements. The River Mersey flows northwest through the region, forming an estuary with deep channels, mudflats, and sandbanks. These mudflats and sand flats are internationally recognised as important feeding and roosting grounds for waders and wildfowl. Along the coast and at the mouth of the estuary, there are various wildlife habitats and designated sites. The region also features a network of green infrastructure interspersed among the urban fabric, offering important habitats for wildlife. This network includes local wildlife and geological sites, parks (e.g., Birkenhead Park), gardens, golf courses, and more.

However, the area faces challenges, including pressures for development and regeneration. There is a need to ensure that the natural environment is resilient enough to meet these demands. Enhancing the green infrastructure can help in managing surface waters, reducing flood risks, adapting urban environments for climate change resilience, promoting healthy activities, and conserving the area's distinctive biodiversity, landscape, and heritage.

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<sup>2</sup> [NCA Profile: 58 Merseyside Conurbation - NE505 \(naturalengland.org.uk\)](https://naturalengland.org.uk/nca-profiles/58-merseyside-conurbation)



# Statutory and Non-Statutory Designated Areas

## *Statutory Designations*

In Wirral there are a range of areas that have been designated for their nature conservation value. These include statutory designated Sites of Special Scientific Interest (SSSI) which are of national significance for the biodiversity and geological features they contain and support (see **Figure 1**).

Wirral has 12 SSSIs. A table of all SSSIs in Wirral with their current condition status is provided below. (Note – SSSIs are divided into sub-units for purposes of monitoring and surveys and may contain areas of varying condition):

*Table 1: Descriptions and condition score for SSSIs in Wirral<sup>3</sup>*

| Site          | Description   | Condition                      |
|---------------|---|--------------------------------|
| Dee Cliffs    | Supralittoral Rock – Maritime Slope and Cliffs (clay cliffs and bank habitat), marl pits, and neutral grassland (lowland) | Favourable (87%)               |
|               |   | Unfavourable – No Change (13%) |
| Dee Estuary   | Littoral Sediment – Mudflats, reedbeds, coastal saltmarsh   | Favourable (100%)              |
| Dibbinsdale   | Broadleaved, mixed and yew woodland (lowland), reed swamp, fen pasture, and neutral grassland                             | Favourable (8%)                |
|               |   | Unfavourable Recovering (22%)  |
|               |   | Unfavourable No Change (22%)   |
|               |   | Unfavourable Declining (48%)   |
| Heswall Dales | Dwarf shrub heath (lowland)   | Unfavourable Recovering (100%) |

<sup>3</sup> [Site Search \(naturalengland.org.uk\)](http://Site Search (naturalengland.org.uk))

|   |  |                                      |
|---|--|--------------------------------------|
| Meols Meadows   | Neutral Grassland (lowland)  | Unfavourable<br>No Change<br>(100%)  |
| Mersey Estuary<br>(Unit 011 – Bromborough, Eastham, Ellesmere Port)       | Littoral Sediment – mudflats and saltmarsh                         | Favourable<br>(100%)                 |
| Mersey Narrows<br>(Unit 002 – Egremont Foreshore and Unit 003 – Seacombe) | Littoral Sediment – open water, saltmarsh and grassland            | Unfavourable<br>Recovering<br>(100%) |
| New Ferry   | Littoral Sediment – intertidal sand, mudflats, saltmarsh           | Unfavourable<br>Recovering<br>(100%) |
| North Wirral Foreshore  | Littoral sediment – intertidal sand, mudflats and embryonic dune   | Unfavourable<br>Declining<br>(100%)  |
| Red Rocks   | Supralittoral sediment – sand dunes, brackish dune slack, reedbeds | Unfavourable<br>Recovering<br>(72%)  |
|   |  | Unfavourable<br>Declining<br>(28%)   |
| The Dungeon   | Earth Heritage – Triassic siltstone formation                      | Favourable<br>(100%)                 |
| Thurstaston Common  | Dwarf shrub heath (lowland)  | Unfavourable<br>Recovering<br>(100%) |

In many of Wirral's SSSI sites there is an overlapping network of statutory national and European designations, these include:

**Special Areas of Conservation (SAC)** – An SAC is an area which has been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. In Wirral, this covers:

- Dee Estuary

**Special Protection Areas (SPA)** – An SPA is an area of land, water or sea which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within the European Union. SPAs are European designated sites, classified under the European Wild Birds Directive which affords them enhanced protection. In Wirral, this covers (these are shown in **Figure 2**):

- Dee Estuary
- Liverpool Bay
- Mersey Estuary
- Mersey Narrows & North Wirral Foreshore

**RAMSAR Sites** – These sites are wetlands of international importance, designated under the Ramsar Convention. Wetlands are defined as areas of marsh, fen, peatland, or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres. In Wirral, this covers (these are shown in **Figure 2**):

- Dee Estuary
- Mersey Estuary
- Mersey Narrows & North Wirral Foreshore

There is also a significant amount of land that provides habitat which is functionally linked to these international coastal sites principally located on the inland wetland and agricultural grassland but also includes Wirral Dockland.

**Local Nature Reserves (LNR)** – An LNR is a protected area of land designated by Wirral Council because of its local special natural interest, and educational and community value. As a local designation, these areas are protected through robust planning policy. In the forthcoming Wirral Council Local Plan 2021 – 2037, this is contained in Policy WD 3

Biodiversity and Geodiversity. In Wirral, this covers (these are shown in **Figure 1**):

- Bidston Moss LNR
- Brotherton Park and Dibbinsdale LNR
- Heswall Dales LNR
- Hilbre Islands LNR
- Thurstaston Common LNR

### ***Non-Statutory Designations***

**Local Wildlife Sites** – these sites are non-statutory areas of local importance for nature conservation that support nationally and internationally designated wildlife and geological sites. Local Wildlife Sites are identified and designated at a local level and are managed through the local Wildlife Trust and Wirral Council via the Local Wildlife Site Partnership. As well as supporting designated sites, these sites often contain priority or nationally threatened habitats and species. Wirral contains 69 Local Wildlife Sites which are shown in **Figure 3**.

**Nature Improvement Areas (NIA)** – Nature Improvement Areas are large, discrete areas that are intended to deliver a step change in nature conservation, offer significant improvements for wildlife and people through the sustainable use of natural resources, provide opportunities to restore and create wildlife habitats and enhance connectivity between local sites. Although NIAs are not designations, they have been developed at a Liverpool City Region level to support local planning and inform land management. NIA focus areas provide guidance where opportunities for ecological mitigation and compensation may be directed to provide benefits for biodiversity. Wirral contains or bounds seven NIAs which are shown in **Figure 4**.

# Habitats and Species

## ***Coastal***

Many wading birds and wildfowl winter on Wirral's estuaries and foreshores or pass through on migration. These tidal habitats are internationally important for species such as Bar-tailed Godwit, Shelduck, Pintail, Oystercatcher, Knot, Redshank.

Sand dunes and salt marshes support nationally important plants and animals including Isle of Man Cabbage, Southern Horsetail, Vernal mining bees (*Colletes spp*), Whorl grass, Natterjack Toads and Grayling butterfly. There is a large suite of characteristic coastal plants such as Sea Beet, Marram grass, Sea Aster, Sea Milkwort and Sea rush, especially where the coast is accreting in the Dee Estuary and along the North Wirral Foreshore. The new habitats forming as a result of this geomorphological process are very important for coastal wildlife, which thrives on change.

## ***Woodland***

Ancient woodlands such as Dibbinsdale support characteristic flora such as Wood Anemone, Bluebell, Sanicle, Wood Sorrel, Pignut and Hairy Woodrush. More recent woodlands such as Storeton Wood and Stapleton Wood contain less variety but do provide habitat for birds such as Greater Spotted Woodpecker, Nuthatch and Tree Creeper, and bases for wider-ranging animals such as Badgers, Brown Hares, and the recovering population of Polecat. Wirral's woodlands also provide foraging and roosting opportunities for mot bat species.

Hedgerows on Wirral range from species-poor examples, planted in Victorian times, to species-rich ones that are much older. The species-rich hedgerows are found on farmland such as near Storeton Lane and across Claremont Farm, Clatterbridge which include native Crab Apple and Guelder Rose. More study of Wirral's hedges is needed, to find more species-rich examples and to look at associated wildlife such as fungi.

## ***Lowland Heathland***

Lowland Heathland has suffered much loss nationally to development, agriculture and lack of management. Wirral is fortunate to have two SSSI areas (Thurstaston Common and Heswall Dales) as well as smaller patches. Wirral has lost areas of heathland due to challenges in management (e.g. Caldry Hill and Grange Hill). Heathland supports

important plants such as Bell Heather, Ling, Western Gorse and animals such as the Emperor moth.

### ***Grassland***

As in all of England, Wirral has very little species-rich grassland because of changes in agricultural practice in the last 70 years. Several small meadows at Meols are SSSI but are in unfavourable condition. Clifftop grasslands at Thurstaston are designated SSSI for several rare plants such as Dyers Greenwood, Trailing Tormentil and Pepper Saxifrage.

Small patches of species-rich grasslands remain elsewhere (e.g. on the roughs of various golf courses where agricultural herbicides have not been used). These support species such as a Small Copper butterfly and its foodplant Sheep's Sorrel, and harebell and wild carrot.

### ***Wetlands***

Apart from Wirral's coastal wetlands, there are still a fairly large number of ponds in Wirral, although on farmland many are polluted, drying out or shaded by trees. Good sets of ponds exist on several golf courses (e.g. Arrowse Park) where they support amphibians such as Great Crested Newt, Smoot Newt, Toad and Frog. They also support a wide range of aquatic life from Water Fleas, Mayflies and Water Louse to Dragonflies and Damselflies. Groups of ponds are particularly valuable as species can move between them as conditions change. Amphibians need suitable terrestrial habitat around ponds, for the large parts of the year they spend on land; this is often not available on intensively farmed land and can be lacking in formal landscapes.

Apart from the estuaries there are several small rivers in Wirral, which provide running freshwater habitats for species such as Eel and Water Vole, and corridors for wildlife to move around. Urban development affects both main systems, causing pollution and impacts on water levels. The River Birket system runs mostly through low fertility agricultural land and offers potential for large-scale wetland creation on the North Wirral Coastal Plain. The upper part of the Birket system, along with other land in north and west Wirral, is very important as supporting habitat for the estuarine birds, where they can feed and rest at high tide.

## ***Urban***

Urban habitats must not be neglected; they provide niches for unusual species and importantly give people contact with nature close to where they live. Where unused sites have been left for long periods, nature always moves in. New Ferry Butterfly Park (former railway sidings) and Port Sunlight River Park (former landfill) are managed to retain Open Mosaic Habitat, rich in wild flowers, bare patches, scrub and trees. Open Mosaic Habitat (a Priority Habitat) supports important invertebrate populations with 18 species of butterfly now breeding at New Ferry Butterfly Park. Other examples include Prenton Dell claypit which supports three species of orchid and Small Heath butterflies. Common Lizards and rare Centaury plants live on the dock estate at Bidston, adjacent to the Bidston Moss landfill site, which has now become important for breeding warblers and other birds. It is likely other areas of long-neglected land have important wildlife populations, but little survey work has been done which will be a priority of this strategy.

## ***Gardens and Allotments***

Gardens vary from sterile to species-rich depending on management, and there is much room for education and encouragement to gardeners to use environmentally friendly methods. They can be important residences for invertebrates and habitats for some species that are struggling in the rural areas, such as Hedgehog and Frog. Allotments are usually rich in wildlife because the varied approaches ensure a good variety of food for pollinators and other invertebrates. Increasing opportunities for people to grow their own food is likely to benefit biodiversity in Wirral.

## ***Other Species***

Some species present in Wirral range widely and need a variety of habitats to survive. These include (not exhaustive):

- Brown Hare (notable population from Landican Cemetery south into central Wirral)
- Various species of Bats (Pipistrelle, Noctule, Daubenton, Brown Long-Eared)
- Badger (at risk in Wirral from habitat loss, roadkill, and illegal persecution)
- Barn Owl (recovered from a low base population thanks to Wirral Barn Owl Trust but requires more long grass habitat for small mammal prey)

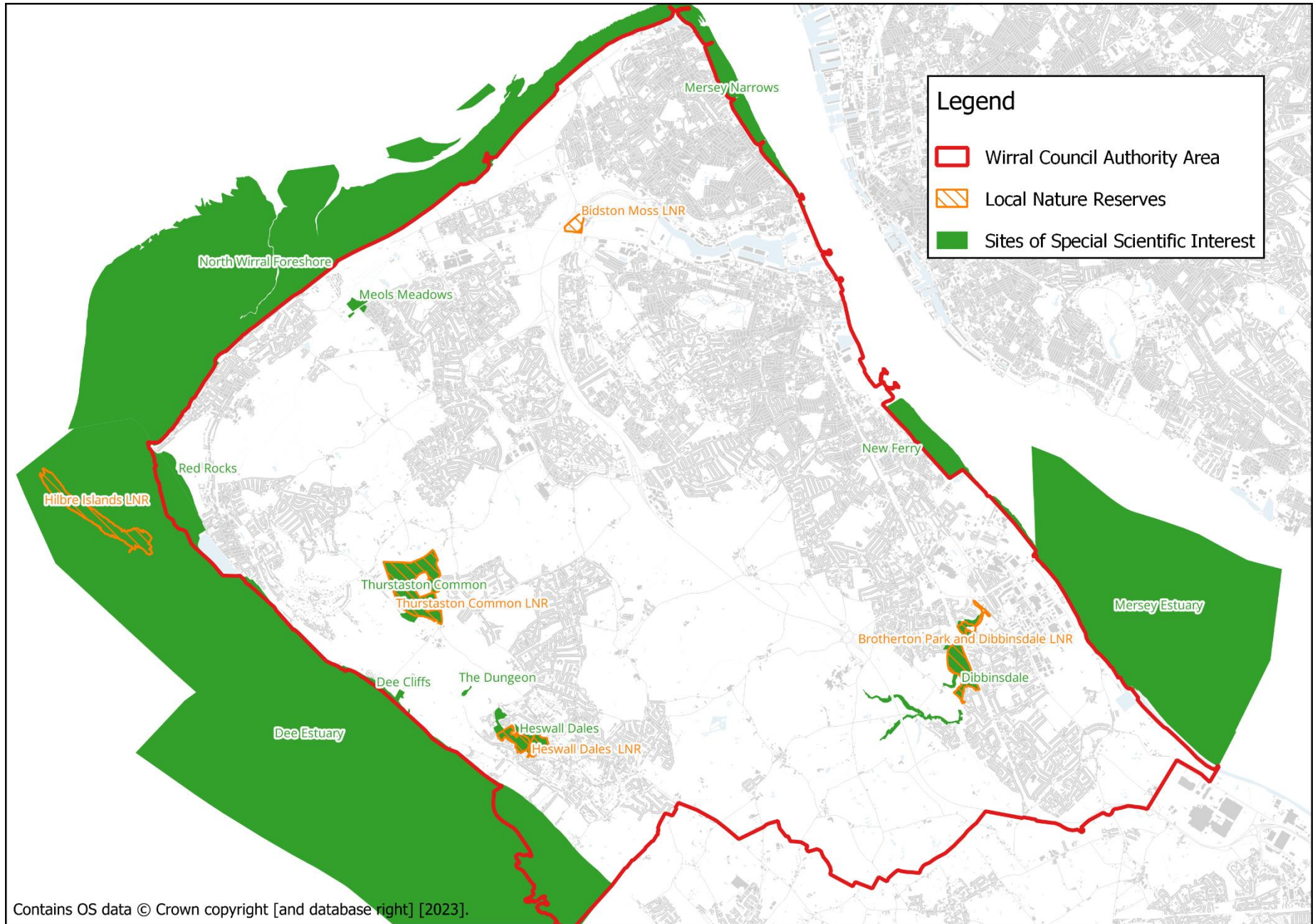


Figure 1: Sites of Special Scientific Interest and Local Nature Reserves



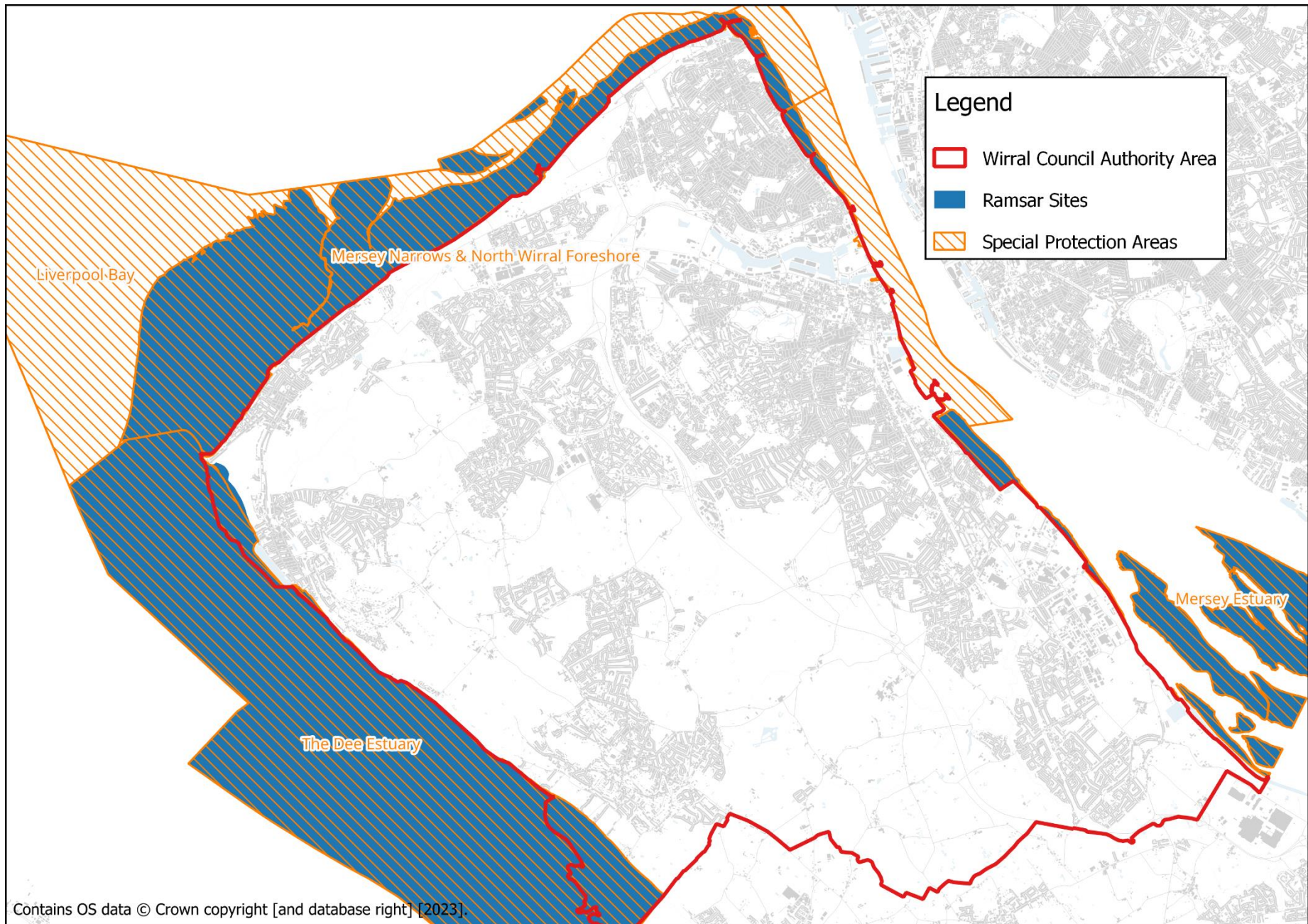


Figure 2: Ramsar Sites and Special Protection Areas

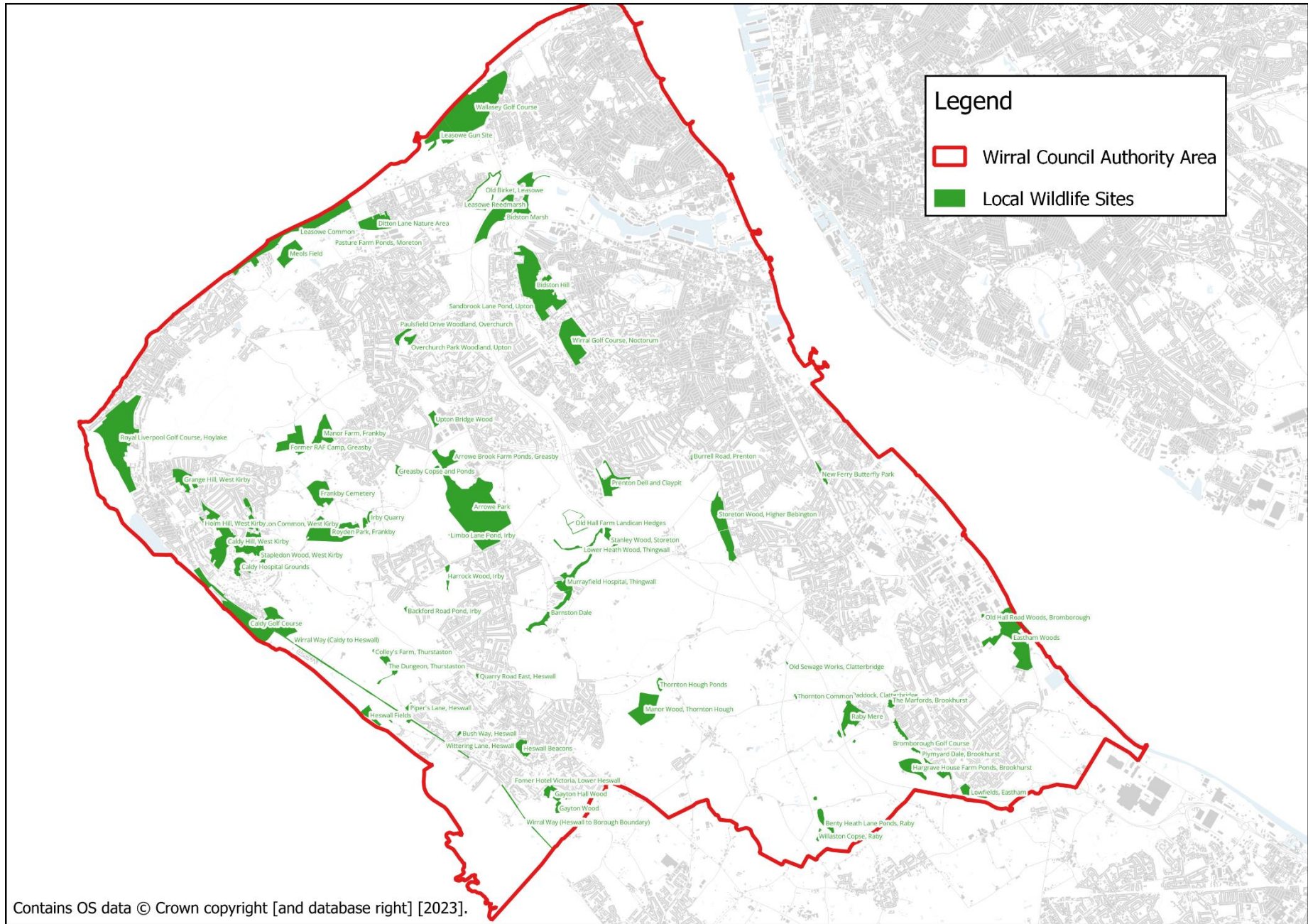


Figure 3: Local Wildlife Sites

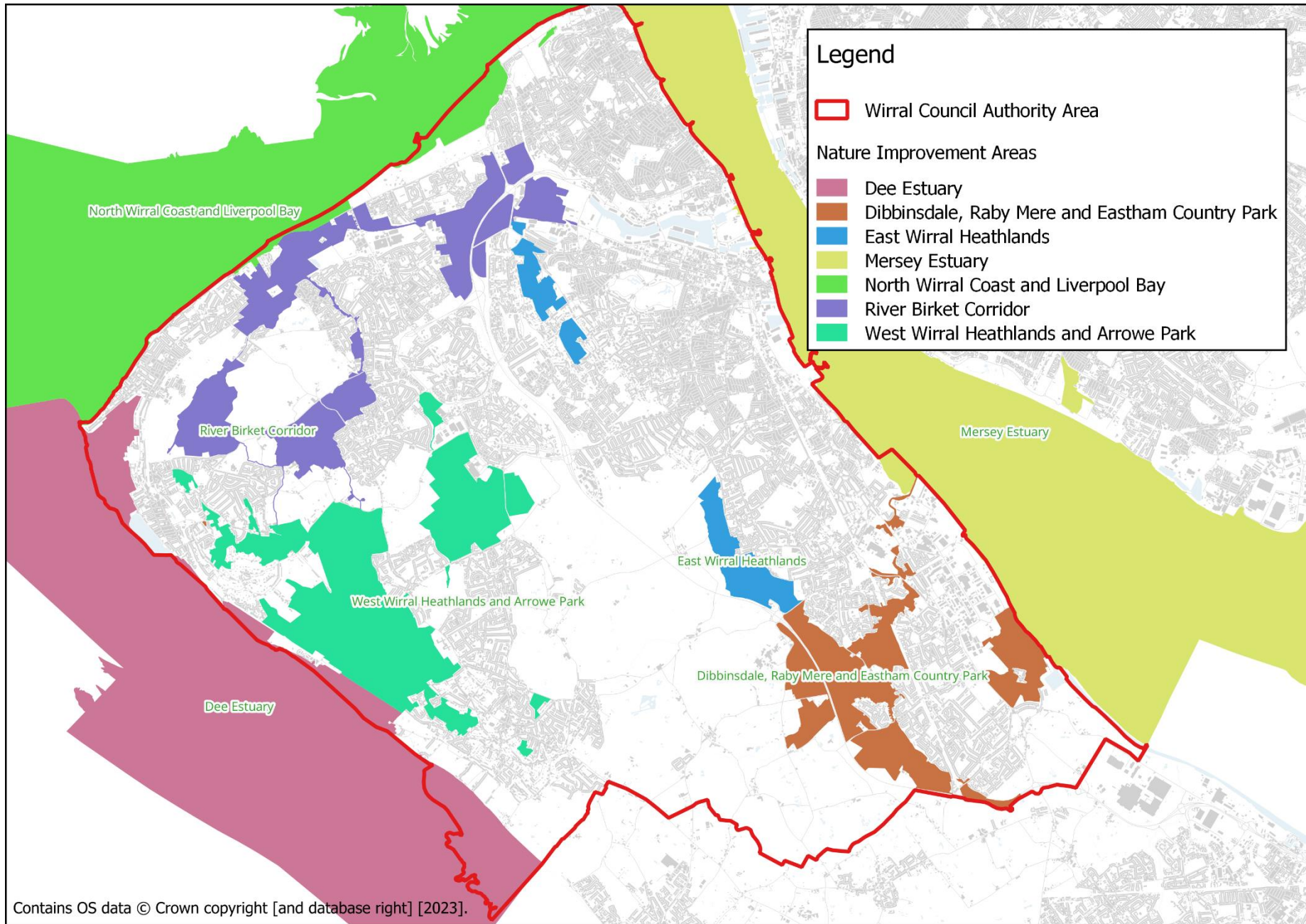


Figure 4: Nature Improvement Areas

# KEY PRIORITIES

## Our Common Home

All life on earth, including people, depends on our environment; the air, water, light and the soil beneath our feet, which itself is full of life. All life is linked, in complex webs called ecosystems. The reduction and loss of so many species is threatening the whole complex web of life, including us. This strategy aims to safeguard biodiversity and ensure the long-term survival of diverse plant and animal species.

The Council is committed to the preservation and enhancement of natural spaces such as woodlands, wetlands, meadows, heathlands, and coastal areas, recognising them as vital ecosystems that support a wide range of plant and animal species.

This Strategy will promote actions such as habitat restoration, invasive species management, and the creation of new reserves and protected areas. It prioritises the conservation of native flora and fauna, including the provision of suitable habitats for pollinators, birds, mammals, and other wildlife. The Council recognises the importance of ecological connectivity and the need to establish corridors that allow for the movement of species across fragmented landscapes. By promoting the creation of wildlife corridors and green infrastructure, the aim is to enhance biodiversity and enable species to adapt and thrive in the face of environmental challenges both now and in the future.

## Ecosystem Services

Ecosystem services are the benefits that humans derive from nature and functioning ecosystems. These services, including provisioning, regulating, and cultural services, are vital for well-being and quality of life. Protecting and enhancing ecosystem services such as clean water, climate regulation, flood control, and recreation not only contribute to biodiversity conservation but also provide direct benefits to Wirral's communities. By prioritising ecosystem services, the Council recognises the importance of maintaining the functioning and integrity of natural systems to support both human and ecological well-being.

Delivering for biodiversity can support the following ecosystem services:

1. **Provisioning services:** Biodiversity supports the production of food, water, and other resources that are necessary for human well-being. For example, many species of plants and animals are used for food, medicines, and building materials.
2. **Regulating services:** Biodiversity helps to regulate ecosystem processes, such as climate regulation, water purification, and pollination. For example, wetlands can help to regulate water flows and reduce flooding, while bees and other pollinators are necessary for the pollination of crops and wildflowers.
3. **Cultural services:** Biodiversity is important for cultural and recreational activities, such as tourism, recreation, and education. For example, many people enjoy birdwatching, hiking, and other outdoor activities that rely on intact ecosystems. These contribute to improving physical and mental health.

## Climate

Protecting Biodiversity can help mitigate the impacts of climate change, and addressing climate change help protect biodiversity and the ecosystem services it provides.

Climate and biodiversity are often viewed as experiencing two separate crises. However, both are intrinsically linked as to their function, influence, and impact on the natural world. The focus of this strategy is to provide strategic links and commonalities between the priorities and objectives within both this strategy and Wirral's Climate Emergency Policy to ensure that any actions taken have a holistic approach. Biodiversity can provide resilience and adaptation to climate change through ecosystem services, as well as the ability to halt and reverse some of the effects many are already starting to experience.

Climate change can have direct and indirect effects on biodiversity. Direct effects include changes in temperature, rainfall, and extreme weather events, which can lead to changes in the distribution and abundance of species, as well as changes in the timing of seasonal events such as flowering and migration. Indirect effects include changes in the interactions between species, such as predator-prey relationships and competition for resources.

Biodiversity loss, on the other hand, can exacerbate climate change by reducing the capacity of ecosystems to store carbon and regulate the Earth's climate. Healthy ecosystems, such as woodlands and wetlands, are important sinks for carbon, and their destruction or degradation can release large amounts of carbon into the atmosphere. Biodiversity loss can also reduce the resilience of ecosystems to the impacts of climate change, making them more vulnerable to disturbances such as droughts, floods, and wildfires.

## People

People are a part of biodiversity, so an integral part of biodiversity conservation. Prioritising people in this strategy acknowledges the fundamental connection between human well-being and the natural world. Ensuring equitable access to nature and its benefits promotes social inclusion and enhances the overall quality of life for residents and their well-being.

The Council wants to raise awareness of the importance of biodiversity and encourage individuals and communities to act. This will involve developing education programs and activities, as well as working with community groups and volunteers to deliver biodiversity projects. This will inspire curiosity in the natural world and inspire people and communities to take action to protect and conserve biodiversity for future generations.

Biodiversity also provides numerous benefits to human health and well-being. Access to green spaces, parks, and natural environments can improve mental health, reduce stress, and promote physical activity. Biodiversity-rich areas offer opportunities for recreation, relaxation, and connection with nature, contributing to overall well-being and quality of life.

# Economy

Biodiversity and a healthy environment are essential for a sustainable and resilient economy. Sustainable management of natural resources, green infrastructure development, and natural tourism can generate economic opportunities while preserving and enhancing biodiversity. Integrating biodiversity considerations into economic decision-making can support socially and environmentally sustainable development. An example of the economic aspect of biodiversity is the potential for nature-based solutions that could drive green growth locally, provide local jobs and utilise innovative techniques and solutions. An inspiring example of this includes the Greater Manchester Wetlands Partnership:

The Greater Manchester Wetlands Partnership is a partnership of over 20 organisations delivering a landscape-scale community a natural heritage programme aiming to restore a nature recovery network of wildlife sites and corridors. By restoring and creating wetland habitats, the project not only enhances biodiversity and acts as a carbon sink but also attracts tourism, stimulating the local economy. It generates employment opportunities in conservation, tourism, and research while employing innovative techniques for natural flood management and water quality improvement. Furthermore, the initiative engages the community through educational and volunteer programs, promotes sustainable practices, and leverages a multi-stakeholder approach to ensure holistic wetland management. This partnership showcases the multifaceted benefits of nature-based solutions, intertwining environmental conservation with socio-economic development and innovative, sustainable practices.

Investing in biodiversity conservation and restoration can serve as natural infrastructure that provides essential services such as flood protection, water filtration, and climate regulation. Creating and/or enhancing natural habitats like wetlands and woodlands can reduce the need for costly engineered solutions. This can also support the economy by minimising expenses associated with infrastructure maintenance and repair.

# KEY OBJECTIVES

## Biodiversity Action Plan

**OBJECTIVE 1 – TO ESTABLISH A BIODIVERSITY ACTION PLAN WHICH OUTLINES DELIVERABLE MEASURES TO SUPPORT PRIORITY HABITAT AND SPECIES TARGETS IN LINE WITH THE CITY REGION LOCAL NATURE RECOVERY STRATEGY AND FORTHCOMING PROTECTED SITE AND SPECIES STRATEGIES**

### *Biodiversity Action Plan*

The Council recognises the importance of developing a comprehensive Biodiversity Action Plan (BAP) that will serve as a strategic roadmap, updating the existing BAP and guiding efforts to protect and promote biodiversity in Wirral. This will be developed within the first 12 months of this strategy being agreed.

To develop the BAP, the Council will undertake a comprehensive assessment of the local biodiversity, considering both the existing habitats and species as well as potential threats and challenges. This includes resources such as the forthcoming Local Nature Recovery strategy, Natural England's Protected Site and Species Strategies, the regional Ecological Network and Section 41 Priority Habitats Inventory. It will also access the large amounts of data held by local biological records centres, expert wildlife groups, other environmental stakeholders, and the local community to gather valuable insights and ensure inclusivity.

The BAP will encompass several key areas, addressing the diverse aspects of biodiversity conservation. It will focus on habitat restoration and creation, identifying priority sites for conservation and developing initiatives to protect and enhance them. Additionally, it will include measures to support and promote native species and their habitats and implementing targeted conservation actions.

Importantly, the BAP will also support the integration of Biodiversity Net Gain (BNG) principles into development processes. This will involve engaging with the Local Planning Authority, developers, and other stakeholders to encourage the incorporation of BNG measures in all relevant projects in line with prevailing BAP priorities and principles. The BAP will establish clear guidelines and incentives to promote biodiversity-friendly design and construction practices, ensuring that biodiversity is considered from the earliest stages of planning.



The BAP will serve as a communication tool, enabling the Council and partners to raise awareness among the public, local businesses, and organisations about the value of biodiversity and the role they can play in its conservation.

The BAP will also provide a framework for monitoring and evaluating the progress of biodiversity conservation and enhancement initiatives. It will measure the success of our actions, identify areas where adjustments are needed, and celebrate success. Regular reviews and updates of the BAP will ensure its continued relevance and effectiveness in meeting the evolving needs and challenges of biodiversity conservation.

Key areas include:

- mapping all priority habitats and species distribution across the borough and in their regional context
- increasing habitat provision,
- enhancing or expanding networks of habitat in target areas,
- species and site targeted management plans,
- connecting fragmented habitats and increasing ranges,
- invasive species management, and
- working with local experts through an established working group to identify and monitor progress of opportunities.

The Environmental Improvement Plan (EIP23) also sets out an expectation that all local authorities should have management plans in place by the end of 2023 to support their protected sites in reaching favourable status. This involves working proactively with Natural England and other to identify and implement actions needed to improve site conditions. This will either be incorporated into the BAP and/or be a supplementary document that aligns with the actions within it.

# Biodiversity Net Gain

**OBJECTIVE 2 – THE DELIVERY OF MANDATORY 10% BIODIVERSITY NET GAIN THROUGH THE PLANNING PROECSS IN ACCORDANCE WITH PREVAILING LEGISLATION, POLICY AND GUIDANCE**

Biodiversity Net Gain (BNG) is mandated by the National Planning Policy Framework and the Environment Act 2021 and is expected to come into force from January 2024 and April 2024 for 'Small Sites'. It is a key vehicle for promoting the conservation and enhancement of biodiversity through development projects.

## ***Environment Act 2021***

Wirral's Local Planning Authority has a duty to process planning applications in accordance with relevant BNG legislation, policy, and guidance.

## ***Wirral Council Local Plan***

It is the Council's responsibility to develop and maintain robust policies at a local level to ensure the delivery of BNG. Policies in Wirral's Local Plan 2021-2037 have been developed to facilitate the requirements of the Environment Act 2021. These provisions, including Policy WS5 – Strategy for Green and Blue Infrastructure, Open Space, Biodiversity and Landscape Protection and WD 3 – Biodiversity and Geodiversity, will ensure that all planning applications in Wirral will be determined against the principles of Biodiversity Net Gain and all necessary conditions required to satisfy this objective.

## ***Planning Guidance***

The Local Planning Authority will apply up to date national, regional, and local guidance when applying the local planning process and will expect developers to use publicly available guidance to inform their application. The Council's website will be updated accordingly to act as a signpost for developers to this guidance.

### ***Early Engagement and Pre-Application Advice***

Wirral's Local Planning Authority provides a chargeable pre-application service, which will include consideration of BNG. This will allow developers and applicants to engage with the Local Planning Authority at an early stage, providing an opportunity to seek guidance and advice on incorporating biodiversity considerations into their proposals. The pre-application service will support the early consideration of BNG, when integrated from the outset of the development process. By considering biodiversity early on, developers can explore innovative design solutions and mitigation measures that maximise biodiversity enhancements on-site. Advice from professional bodies such as the Chartered Institute of Ecology and Environmental Management is that early consideration of BNG may greatly reduce costs and improve opportunities.

### ***Development of In-House Expertise***

The Council and the Local Planning Authority has invested and will continue to invest in BNG training and building capacity to improve BNG outcomes. This includes the recruitment of an in-house ecologist to support the delivery of BNG. As a rapidly developing field, training and capacity building is a key priority to enable sustainable development to be delivered.

### ***Development Management Processes***

Wirral's Local Planning Authority will develop Development Management Processes to assess and determine planning applications where BNG is a consideration. This process involves integrating biodiversity considerations into the planning and development decision-making framework. Specific actions include updated validation checklists, approving BNG Statements and Plans, validating BNG Metric calculations, considering BNG planning conditions or obligations, as well as developing BNG monitoring and enforcement mechanisms.

### ***Purposeful Habitat Degradation***

The Environment Act 2021 prevents intentional clearing of development sites to lower the biodiversity baseline (to achieve more easily 10% BNG), by stating, the baseline or “pre-development” date against which BNG metrics are calculated must be before any activity which has lowered the biodiversity value since 30th January 2020. Therefore, the Environment Act 2021 prevents deliberate lowering of baselines for development. Where this occurs, the Local Planning Authority will require the BNG metric to be re-calculated to a date before purposeful degradation (up to 30<sup>th</sup> January 2020). This will be based on available evidence such as local biological records and aerial imagery. In this instance, a precautionary approach by those undertaking the calculations will be applied when assigning condition scores in the absence of contrary evidence. The Council and the Local Planning Authority are committed to applying this principle.

### ***Creating Habitat Banks***

The Council has the potential to play a key role in developing habitat banks for the sale of Biodiversity Net Gain (BNG) Units. Habitat banks are designed to offset the ecological impacts of development where it cannot be achieved on-site, by creating, restoring, or enhancing habitats that provide equivalent or greater ecological value (dependant on development need). These habitats can be conserved and managed in-house or entrusted to third-party organisations. The sites would be subject to BNG metric assessments, have a Habitat Management and Monitoring Plan, and be secured via legal agreement (e.g., S106 or Conservation Covenant). They can then be registered on the BNG Register which will be administered by Natural England, from which the units can be allocated when the development need arises. By establishing habitat banks, the Council can actively contribute to achieving and controlling BNG targets and delivery within Wirral.

Developing habitat banks also provides a mechanism for the Council to generate funding by selling BNG Units to developers who require biodiversity offsets. These funds will be ring fenced for the management of that habitat bank over a 30-year period. Maintaining control through this mechanism will allow for better strategic planning and coordination of biodiversity initiatives in Wirral, helping to ensure that they are done where they are needed most. However, the Council cannot mandate or direct developers to purchase BNG Units from Council owned habitat banks in preference to other ecologically suitable suppliers and is expected to manage associated conflicts of interest.

### ***Creating a Local Site Register***

In addition to the Natural England site register, the Council's aim is to develop a local site register for local habitat banks and BNG Unit providers. The register will enable the Council to identify potential sites for biodiversity offsetting, prioritise conservation efforts, and engage with habitat bank providers for the sale and transfer of BNG Units more efficiently.

# Communication and Engagement

**OBJECTIVE 3 – TO PROMOTE AWARENESS OF BIODIVERSITY, SUPPORTING AND ENCOURAGING POSITIVE ACTION FROM COMMUNITIES, BUSINESSES AND ORGANISATIONS IN WIRRAL.**

## *Communications and Engagement*

The Council recognises that effective communication and engagement is essential for biodiversity action. This objective aims to foster awareness, understanding, and active participation among Wirral's community members, stakeholders, and partners in biodiversity conservation and the implementation of Biodiversity Net Gain (BNG).

By developing and implementing a robust communication plan, the Council aims to raise awareness about the importance of biodiversity and the benefits it provides to communities in Wirral, such as improved air and water quality, enhanced ecosystem services, and a healthier and more resilient environment. This involves actively engaging with residents, businesses, schools, community groups, and other stakeholders to inform, educate, and inspire action.

Engagement efforts will involve various activities, such as:

- local and social media publications,
- updates via the Council website,
- public consultations,
- public biodiversity workshops,
- using museums and libraries to host events,
- providing information boards in Wirral's green spaces,
- working with the many expert wildlife groups in Wirral to support and co-ordinate their activities,
- including residents and communities in environmental projects,
- recognise and support the many people that support biodiversity in Wirral and help recruit the 'next generation',
- biodiversity awareness campaigns, and
- educational programmes.

The Council will celebrate success by highlighting good practice through local media, biodiversity-related news, and promoting opportunities for involvement. Social media platforms, website resources, and community events provide opportunities to reach a wider audience and encourage active participation.

By nurturing a connection to nature and a shared responsibility for biodiversity, the Council can encourage individuals and organisations to contribute to biodiversity conservation through actions such as creating wildlife-friendly habitats, supporting local biodiversity initiatives, and incorporating biodiversity considerations in their own practices and projects.

### ***Developing a Biodiversity Toolkit***

To empower Wirral's residents and communities to actively participate in biodiversity conservation efforts the Council will develop a biodiversity toolkit that provides residents with the necessary resources, guidance, and support to take action and make a positive impact on local biodiversity.

The toolkit will serve as an educational tool, raising awareness about the value of biodiversity, the challenges it faces, and the actions individuals can take to contribute to its conservation. By providing accessible information and practical tips, the toolkit will empower residents to understand the role they play in protecting and enhancing biodiversity within their own neighbourhoods and gardens.

The toolkit will provide practical guidance on specific actions that all residents and communities can undertake to create wildlife-friendly habitats in their schools and gardens, targeted actions for native species, and promote sustainable practices such as rainwater harvesting. It will offer step-by-step instructions, best practices, and examples of successful initiatives, inspiring residents to get involved and make a tangible difference.

# Biodiversity in Everything That We Do

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|--|
| <b>OBJECTIVE 4 – EMBED THE BIODIVERSITY OBJECTIVE IN ALL THAT WE DO IN WIRRAL COUNCIL.</b> |
|--|

The Council has a duty to embed the consideration of biodiversity in all of its functions.

This will be achieved by:

- Policy integration – integrating biodiversity considerations into policy and decision-making processes across relevant departments by maintaining and communicating corporate wide biodiversity objectives, targets, and principles. This includes departments such as Planning, Development Management, Highways and Infrastructure, Procurement, and Parks and Gardens.
- Staff training and awareness – providing training and raising awareness amongst council officers about the importance of biodiversity and its integrations into their respective services and roles. This will include service specific workshops and the development of a Biodiversity Literacy course which will provide an overview on biodiversity and provide practical guidance on incorporating biodiversity considerations into everyday tasks.
- Biodiversity Impact Assessments – developing and implementing biodiversity impact assessments into the decision-making process in Wirral. This includes conducting assessments to identify potential impacts of Council proposals, projects, strategies and policies and measures to avoid or minimise negative impacts or enhance biodiversity.
- Biodiversity Champions – appointing biodiversity champions within relevant departments to help drive the integration of biodiversity considerations. These officers can advocate for biodiversity, provide guidance to colleagues, and champion biodiversity initiatives within their respective departments.



# Be An Exemplar of Best Practice

|  |
|--|
| <b>OBJECTIVE 5 – TO MAXIMISE THE POTENTIAL FROM THE COUNCIL’S ESTATE TO SUPPORT BIODIVERSITY WHILST BALANCING THEIR MULTIFUNCTIONAL NEEDS.</b> |
|--|

Being an exemplar of best practice on the Council’s managed estate is important for the delivery of the Biodiversity & Net Gain Strategy. It sets a positive example for other landowners and demonstrates the commitment of the Council to conserving and enhancing biodiversity. By showcasing successful biodiversity initiatives on Wirral’s managed estate, it can inspire and encourage other stakeholders, such as businesses, community groups, and individuals, to take similar actions in their own land management practices.

The Council will undertake an assessment of the current biodiversity status of it’s estate to identify areas for intervention, improvement, conservation, and enhancement. This will draw on the extensive expertise and data already held by various groups in Wirral. The Council will undertake mapping exercise to identify any unknown habitats and more detailed site surveys, where required, to understand the status of key and notable species. It is anticipated that this will form part of the baseline assessment necessary for developing the Biodiversity Action Plan and any relevant actions captured within it. Any actions that sit outside of the Biodiversity Action Plan will be managed in either site specific management plans and/or related strategies.

Once the assessment is complete, this will allow the Council to identify measures to enhance and protect biodiversity. This may include habitat restoration and creation projects, promoting native plant species, implementing sustainable land management practices, and creating wildlife corridors. Additionally, biodiversity-friendly management practices, such as reducing pesticide use, composting, and promoting organic land management could be adopted to ensure a healthy and thriving ecosystem.

Key areas for consideration include:

- allotments
- cemeteries
- parks and sports fields
- amenity spaces and communal gardens
- roadside verges
- field margins and hedgerows
- rights of way and access routes
- woodlands and nature reserves

- Sites of Special Scientific Interest (SSSI)
- Local Wildlife Sites
- rivers, ponds, and other watercourses
- water-dependent habitats
- estuaries and coastal habitats
- brownfield/contaminated sites

### ***Development and Regeneration***

To demonstrate best practice, the Council will ensure key biodiversity principles are embedded in its own development and regeneration projects in Wirral, in compliance with prevailing legislation and guidance.

The Council will ensure that all of its development projects undergo robust and comprehensive ecological and biodiversity assessments at early planning stages and will deliver BNG commitments in accordance with the British Standard (BS 8683: Process for designing and implementing biodiversity net gain – specification), best practice principles, and the BNG Metric User Guidance. These assessments will identify the existing biodiversity features on-site and evaluate any potential impacts. The Council will prioritise the preservation and enhancement of biodiversity through iterative development and landscape design and applying the mitigation hierarchy in decision making. This can be achieved by conserving and enhancing existing site biodiversity, creating new priority and targeted habitats, and establishing wildlife corridors to connect fragmented ecosystems. The Council will also consider species-specific actions that support local wildlife populations, especially those at risk.

In addition, the Council will prioritise sustainable construction practices and green infrastructure in its projects. This includes utilising sustainable building materials, implementing energy-efficient measures, and promoting the use of renewable energy sources. Green infrastructure features such as green spaces, urban woodlands, and wildlife corridors, can create new habitats that support local biodiversity and enhance ecological connectivity.

By implementing robust BNG and integrating early biodiversity considerations, the Council will demonstrate its commitment to sustainable development and biodiversity conservation. These actions will contribute to the overall enhancement and preservation of biodiversity in Wirral, aligning with the broader Biodiversity & Net Gain Strategy objectives.

## Local Expertise and Knowledge

**OBJECTIVE 6 – TO IDENTIFY AND HARNESS THE WEALTH OF LOCAL KNOWLEDGE AND EXPERTISE TO IDENTIFY OPPORTUNITIES AND SOLUTIONS TO LOCAL BIODIVERSITY ISSUES.**

The Council will harness local expertise to support biodiversity by actively engaging with local communities, organisations, and individuals who possess knowledge and passion for biodiversity conservation in Wirral. The Council will establish partnerships and collaborate with local environmental and conservation groups, local universities, and research institutions to tap into their local expertise and resources.

The Council will seek to re-establish suitable forums to enable information exchange with the various wildlife groups in Wirral and other experts.

The Council will organise workshops, forums, and training sessions to gather input and insights from local experts, recognising that most biodiversity data is gathered by expert volunteers and groups. By involving residents, volunteers, and community groups, this will leverage their knowledge of the local ecosystems, species, and habitats to identify priority habitats and species for inclusion in the Biodiversity Action Plan and ongoing biodiversity activities. This collaborative approach will ensure that strategic biodiversity objectives, conservation plans, and initiatives are tailored to the specific needs and characteristics of their area, while also fostering a sense of ownership and engagement within the community.

# INVESTMENT AND DELIVERY

The Council is facing unprecedented financial challenges and it is important that all activities and initiatives emerging from this Biodiversity & Net Gain Strategy are assessed based on their context, available resources, and expected outcomes. This will require innovative funding models that can alleviate any pressures on the Council whilst delivery biodiversity outcomes for Wirral. This will require a mixed delivery model, including:

1. **Grants and Funding:** The Council can apply for grants and funding from various government and non-governmental organisations, such as the National Lottery Community Fund, the Heritage Fund, and the Woodland Trust. These grants can be used to fund a range of initiatives, including habitat restoration, species conservation, and educational programmes.
2. **Public-Private Partnership (PPP):** The Council can enter into a PPP with private businesses or investors to fund Biodiversity initiatives. Under this model, the private partner provides financial support and expertise, while the Council provides the land and resources required for the initiative. This model can be used to fund initiatives such as habitat restoration, species conservation, and green infrastructure development.
3. **Biodiversity Bonds:** Biodiversity bonds are a relatively new and untested model for the Council. These bonds are similar to traditional bonds, but the proceeds are used to finance biodiversity projects such as habitat restoration, species conservation, and green infrastructure development. Investors receive a return on their investment (including impact returns), while the local authority receives the funding required for the initiative.
4. **Crowdfunding:** The Council and its partners could use crowdfunding platforms to raise funds for biodiversity initiatives. Crowdfunding allows individuals and organisations to contribute small amounts of money to fund a project. It's anticipated that this model can be used to fund a range of smaller, local initiatives.
5. **Corporate Social Responsibility (CSR):** Many organisations have CSR and environmental commitments and priorities as part of their strategies and Environmental Management System. The Council can partner with companies that have a CSR focus on biodiversity to fund

biodiversity initiatives. Organisations can provide financial support and expertise, while the Council provides the land and resources required for the initiative.

6. **Biodiversity Net Gain Units:** The sale of BNG units can provide a source of ring-fenced funding, which can be used to fund registered biodiversity conservation and enhancement projects. Where a developer cannot achieve BNG onsite, they can offset the biodiversity impacts of their projects by funding biodiversity conservation and enhancement projects offsite via Habitat Banks.

# LOCAL INITIATIVES

The Council, environmental organisation, communities and many volunteer groups are already contributing to positive outcomes for biodiversity, dedicated to leaving the environment in a better state than it was found. The Council wants to support, encourage and harness this people power to deliver a more biodiverse borough both now and for future generations to come. Learning from this wealth of experience and best practice can inspire the development of future biodiversity initiatives in Wirral. Some notable schemes include:

## ***New Ferry Butterfly Park***

New Ferry Butterfly Park stands as a beacon of community-led conservation efforts, transforming a once barren wasteland into a vibrant urban nature reserve since its inception in the 1990s. Led by the local community and the Cheshire Wildlife Trust, the park now flourishes with diverse habitats such as wildflower meadows, woodlands, and ponds, fostering a rich ecosystem inhabited by a variety of butterfly species and other wildlife. The site not only serves as a refuge for various species but has also developed into a vital educational hub, promoting environmental awareness through workshops and events. As a testament to the power of community collaboration and conservation, the park has positively influenced the local area, offering a green space for individuals to reconnect with nature and playing a crucial role in urban wildlife conservation.

## ***No Mow May***

The "No Mow May" initiative, is a campaign spearheaded by Plantlife, encouraging individuals and organisations to refrain from mowing grass areas during the month of May. This was adopted by the Council in 2021 to foster biodiversity and support pollinator populations by providing them with increased habitats and food sources. This had positive outcomes such as promoting a richer biodiversity, supporting crucial pollinators, enhancing public awareness about environmental conservation, and contributing to carbon sequestration. It also reduced lawn and verge maintenance, supported community engagement, and offered opportunities for scientific research and education on local ecosystems. This simple yet impactful initiative not only aids in creating vibrant habitats for various wildlife by allowing the natural growth of wildflowers and other flora.

### ***Wirral Country Park***

Wirral Country Park is widely regarded as the first Country Park in Britain. A draft scheme for the construction of Wirral Country Park was prepared in 1968 and was officially opened in 1973. While the park had a number of already established natural areas – several areas were reclaimed and returned to nature.

The Wirral Way, a former railway line, provides a wildlife corridor extending along the west Wirral peninsula. Wildflower species attract invertebrates whilst the hedgerows provide food and shelter for small mammals and birds. The recent Wirral Way Widening schemes have also encouraged diversity through maintenance of a grass/wildflower edge along the surfaced pedestrian/cycle route.

Historical land use has left a legacy of marl and brick pits and, at Dawpool, the landfill site has become an area of mixed scrub and grassland. The meadow restoration project has restored many wildflower species that had been lost to unmanaged grassland both here and along the Wirral Way. Wirral Country Parks Meadow Restoration Project was recognised with a 2020 Bees' Needs Champions Award.

### ***Wildflower Verges***

In 2021/22, 7.3 Hectares of amenity space and highway verges were identified as rewilding sites, meaning that they would no longer be mown regularly, apart from edges and footpaths, in order that they provide habitats for pollinators and insects. These areas only received one cut during the autumn to prevent areas becoming unmanageable.

### ***Pollinator Areas***

In 2021/22, 59 areas were identified as being potentially pollinator friendly. Designated Pollinator sites are left to grow and were managed to encourage the development of the naturally occurring wildflowers identified.

# IMPACT AND LEGACY

## Performance Monitoring Framework

Developing a robust monitoring framework is vital for tracking progress towards achieving the objectives of this strategy. It sets out the Council's approach for monitoring, evaluating, and reporting on the performance of Biodiversity & Net Gain measures and actions, to assess effectiveness and identify further opportunities. Performance monitoring will inform future decision-making and policy development, as well as to communicate progress to various stakeholders, such as the public, elected members, and community organisations. The key performance indicators for this strategy include:

1. The establishment of a Biodiversity Action Working Group including local stakeholders, representatives, and experts.
2. The development of a Biodiversity Action plan within 12 months of the Biodiversity & Net Gain Strategy being agreed and published.
3. The number of new wildlife habitats created or enhanced, such as woodlands, meadows, or wetlands.
4. Proportion of designated sites in unfavourable and favourable condition (declining and recovering).
5. Area of designated sites taken from unfavourable condition to recovering or favourable condition.
6. The area of land brought into effective conservation management in the reporting period, including the proportion of sites that meet conservation targets (e.g., priority habitats & species etc.).
7. The number of people engaged in biodiversity conservation activities, such as volunteering, education, or awareness-raising.
8. The level of investment in biodiversity conservation measures, including resources allocated to ongoing management.
9. The number of planning applications subject to biodiversity net gain requirements.
10. The total net gain of biodiversity in Wirral (total BNG Unit uplift vs. baseline for all development projects).
11. The total net gain of biodiversity for Wirral Council regeneration projects.
12. The total number and type of net gain units created in Wirral.
13. Developing and maintaining a record of on-site and off-site net gain delivery.
14. The number of registered, validated biodiversity net gain offsetting sites in Wirral.
15. The proportion of local authority land managed to conserve and enhance biodiversity.



16. The amount of carbon sequestered or stored by biodiversity-enhancing activities, such as tree planting.
17. The number of partnerships established or collaborations with stakeholders to support biodiversity conservation and enhancement.
18. % of Council officers completing the 'Biodiversity Literacy' course.
19. The level of awareness and understanding of biodiversity issues among council officers and elected members (questionnaire pre and post biodiversity literacy course and/or similar workshop/training).

The Performance Monitoring Framework will be managed and maintained by the Biodiversity & Net Gain Working Group and will be reported on an annual basis.

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# Have your say

## Wirral's Biodiversity Strategy Consultation Report



Consultation: 26 June 2023 – 24 July 2023

Report: 15 August 2023



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# 1.0 Executive Summary

Biodiversity is the variety of natural things around us such as the different types of animals and insects, their habitats, and their ecosystems.

Having varied and good biodiversity is important because it can provide us with many functions such as cleaning our air and our water and pollinating our food. It can also help store carbon from emissions and provide natural flood defences.

Biodiversity Net Gain (BNG) is an approach to planning (such as new developments) and land management that leaves the natural environment in a better state than it was before.

From November 2023, all planning permission granted in England, with a few exceptions, will have to deliver a minimum of 10% BNG under the Environment Act 2021.

In Wirral, we have a rich biodiversity, from our coasts, lowland heaths, and woodland to our environmental sites of national, European, and international significance – with eleven Sites of Special Scientific Interest (SSSI) across the borough.

The council's declaration of an environment and climate emergency in July 2019 recognised the importance of biodiversity through our aim to double our tree canopy cover, transform our open spaces and build a resilient borough.

As a council, we need, and want, to continue to do everything we can to protect what we have and continue to improve our biodiversity. This will start with BNG being built into the Wirral Local Plan 2021-2037 under development policy and being applied to all developments from November 2023.

To continue to deliver on this, we plan to produce a BNG Strategy for Wirral. This strategy will address how we can respond and act on our new duties to protect biodiversity, but we also want it to reflect what our residents think.



## 1.1 Key Findings

- 116 people in total were engaged: 111 completed the questionnaire, 6 placed a pin on the map and 9 put ideas on the ideas board.
- 89.2% of the responses said they were aware (37.8%) or very aware (51.4%) of biodiversity. 3.6% said they were unaware (1.8%) or very unaware (1.8%). (Question 1)
- 92.7% of the responses said that biodiversity is important (12.8%) or very important (79.8%). 4.6% said that biodiversity is low importance (1.8%) or not at all important (2.8%). (Question 2)
- 87.4% of the responses agreed that supporting natural ecosystems e.g., habitat provision, pollination, water filtration is important. The next most popular options were conservation of biodiversity for future generations (85.6%), creating wildlife corridors (84.7%) and enhancing sites to promote biodiversity (82.0%). (Question 3)
- 80.2% of the responses said that development was this biggest threat to biodiversity in Wirral. The next most popular options were habitat loss (71.2%), land management practices (62.2%) and climate change (55.9%). (Question 4)
- All priorities had a high level of agreement. The priority that respondents agreed with the most was, “Harness the wealth of local knowledge and expertise to identify opportunities and solutions to local biodiversity issues.” (Question 5)
- Alternative suggestions for our biodiversity priorities included: (Question 6)
  - Engage with other bodies (18.2%).
  - No building on greenfield sites (18.2%).
  - Planning process changes (15.9%).
- Initiatives in Wirral that respondents told us about included: New Ferry Butterfly Park (13.0%), multiple community groups caring for our green spaces (10.9%), Wirral Wildlife (10.9%) and reduce mowing (6.5%). (Question 7)
- 64.5% of the responses said that they would be willing to be engaged to support biodiversity. 17.3% said they were not willing to be engaged, and 18.2% said they didn't know. (Question 8)
- Ideas board: of the ideas placed on the ideas board, the most prevalent themes were to reduce mowing (36.4%), focus on gardens (27.3%) and plant trees (18.2%).
- Places tool: there were 6 contributors, and 13 pins were placed on the map. 3 priority habitats were identified, 2 priority species: great crested newts and bats, 6 areas for habitat creation and 1 area for habitat enhancement.

## 2.0 Methodology

Through the Wirral's Biodiversity Strategy Consultation, people were asked to tell us what they understand about biodiversity, how they think it affects Wirral and their community, what is most important to the borough in terms of biodiversity, any current projects they are involved in and if they would like to support us to continue to protect Wirral's biodiversity.

The consultation was carried out between 26 June 2023 and 24 July 2023. The approach used was an online public consultation through the 'Have your say' consultation portal at [www.haveyoursay.wirral.gov.uk](http://www.haveyoursay.wirral.gov.uk) with a page dedicated to the Wirral's Biodiversity Strategy Consultation. Useful information provided on the site included a document detailing the draft priorities of the Biodiversity Strategy, a document and video explaining biodiversity net gain and relevant links on the council's website.

An online questionnaire, an ideas board and a map were provided for residents to engage with. Respondents were also able to request paper copies, get help completing the questionnaire, or submit additional comments via a dedicated email address, which was published on the 'Have your say' website alongside the online questionnaire.

Following the consultation, the feedback will be considered at the Environment, Climate Emergency and Transport Committee on Monday 23 October 2023.

### 2.1 Questionnaire

The consultation questionnaire was developed around understanding stakeholder views on the following key areas:

- Respondents' awareness of biodiversity
- The importance of biodiversity
- Biodiversity themes important to stakeholders
- The threats and challenges to biodiversity
- Their views on the proposed key priorities for Wirral's Biodiversity and Net Gain Strategy
- Current initiatives in place to support biodiversity
- Whether respondents would be willing to be engaged and contacted to develop biodiversity community action.

To enable further understanding, and in-depth analysis, respondents were invited to provide free-text comments to expand on their ideas or concerns. Following closure of the consultation, the responses to each of the direct questions were collated and the responses included in this report. For the free-text comment questions, a text coding approach was used based on the reoccurring themes. This data was then collated and summarised in the report.



## 2.2 Analysis of Respondents

Respondents to the online tools were provided with the option to provide demographic information about themselves. It must be noted that this is an option and that not all respondents included this information. This data allows the demographic results to be included in this report to enable analysis of the scope of responses and representation from different demographic groups.

## 2.3 Interpretation of Results

In terms of the results, it is important to note that:

- The public consultation is not representative of the overall population but provides information the opinion of those residents who engaged.
- For some questions, respondents were asked to indicate their level of agreement with a statement, on a scale of Strongly disagree (1) to strongly agree (5). The average score out of 5 for each option was calculated to enable us to identify those statements that were most agreed with. The higher the average score, the higher the level of agreement with the statement.
- Free-text questions that offered respondents the option to provide written feedback could have covered multiple themes. Therefore, with free-text responses were categorised using a coding system. The percentages given, reflect the percentage of respondents who made the comment. As they may have made more than one comment, the total percentage may exceed 100%.
- For some questions, respondents were asked to select one or more options. The percentages given, reflect the percentage of respondents who selected the options. As they may have made more than one options, the total percentage may exceed 100%.



## 2.4 Communication

The consultation was promoted through the council's corporate digital communication channels. This included:

- Consultation on Have Your Say website, through the Climate Action Hub.
- Organic social media post on council's corporate accounts – reach 4,853 people (Facebook only), 12,259 impressions and 388 engagements including 72 link clicks (Facebook, Twitter, and LinkedIn).
- Targeted (paid for) social media advert to Wirral residents – 25,008 impressions, 74,292 impressions and 743 link clicks.
- Media releases issued to local print and digital media, covered in Birkenhead News.
- Wirral View news articles with 110 page views and 55 engaged.
- Resident email to over 21,000 email addresses – with an average open rate of 49%.
- Internal news shared with council staff through Exec View (internal staff e-newsletter) and staff intranet.



# 3.0 Results

## 3.1 The Questionnaire

The questionnaire was responded to by 111 people. 111 responses came through the online portal, no paper copies were requested or completed. No questions were mandatory so respondents could choose which questions to respond to.

### 3.1.1 Question 1: How aware do you feel about biodiversity?

111 people answered this question. Respondents selected one option that they agreed with. Overall, 89.2% of the responses said they were aware (37.8%) or very aware (51.4%) about biodiversity. 3.6% said they were unaware (1.8%) or very unaware (1.8%).

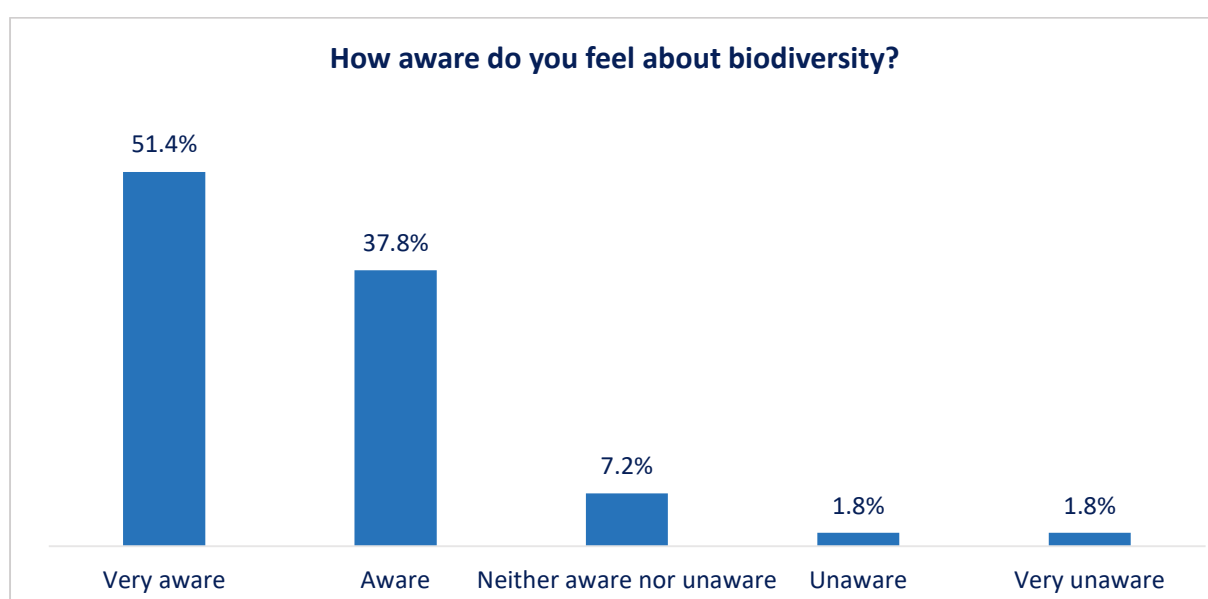


Figure 1: Chart displaying results to “How aware do you feel about biodiversity?”

| How aware do you feel about biodiversity? | Total      | %             |
|---|------------|---------------|
| Very aware                                | 57         | 51.4%         |
| Aware                                     | 42         | 37.8%         |
| Neither aware nor unaware                 | 8          | 7.2%          |
| Unaware                                   | 2          | 1.8%          |
| Very unaware                              | 2          | 1.8%          |
| <b>Total</b>                              | <b>111</b> | <b>100.0%</b> |

Table 1: Table displaying results to “How aware do you feel about biodiversity?”



### 3.1.2 Question 2: How important do you think biodiversity is for Wirral and our communities?

109 people answered this question. Respondents selected one option that they agreed with. Overall, 92.7% of the responses said that biodiversity is important (12.8%) or very important (79.8%). 4.6% said that biodiversity is low importance (1.8%) or not at all important (2.8%).

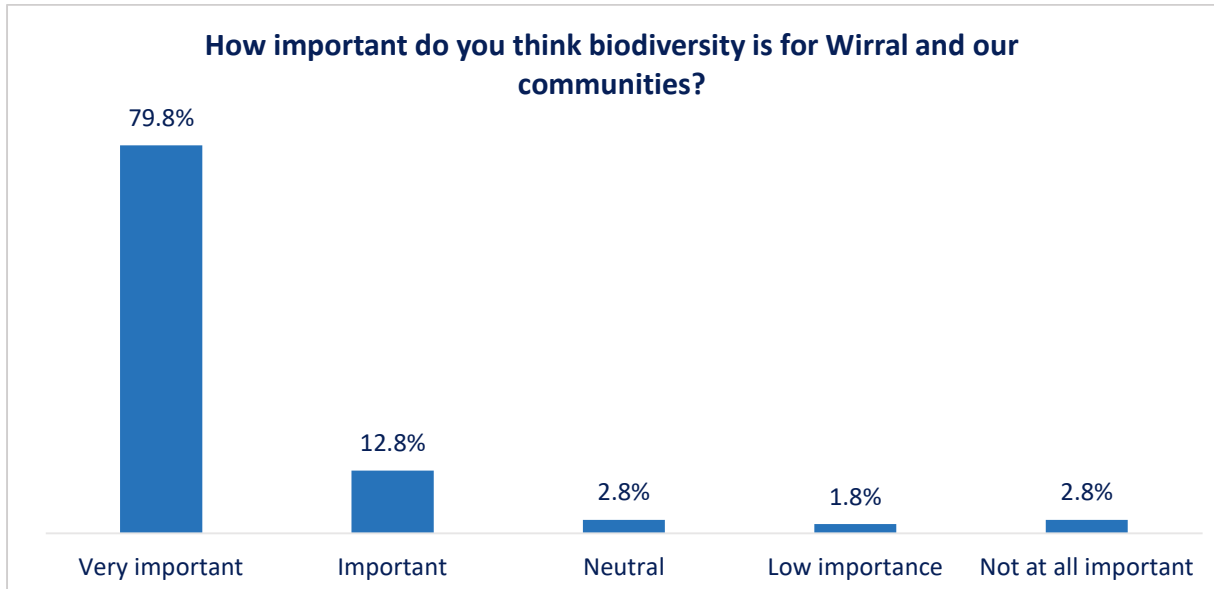


Figure 2: Chart displaying results to “How important do you think biodiversity is for Wirral and our communities?”

| How important do you think biodiversity is for Wirral and our communities? | Total      | %             |
|--|------------|---------------|
| Very important   | 87         | 79.8%         |
| Important  | 14         | 12.8%         |
| Neutral  | 3          | 2.8%          |
| Low importance   | 2          | 1.8%          |
| Not at all important   | 3          | 2.8%          |
| <b>Total</b>   | <b>109</b> | <b>100.0%</b> |

Table 2: Table displaying results to “How important do you think biodiversity is for Wirral and our communities?”



**3.1.3 Question 3: What biodiversity themes do you think are important in Wirral? Please select all that apply.**

111 people answered this question, and they may have selected more than one option. 87.4% of the responses agreed that supporting natural ecosystems e.g. habitat provision, pollination, water filtration is important. The next most popular options were conservation of biodiversity for future generations (85.6%), creating wildlife corridors (84.7%) and enhancing sites to promote biodiversity (82.0%).

16 people selected “other” and answered the free text option and may have discussed more than one theme. Of these, there was only one common theme, mentioned by 4 respondents, which was encouraging homeowners to enhance biodiversity on their property.

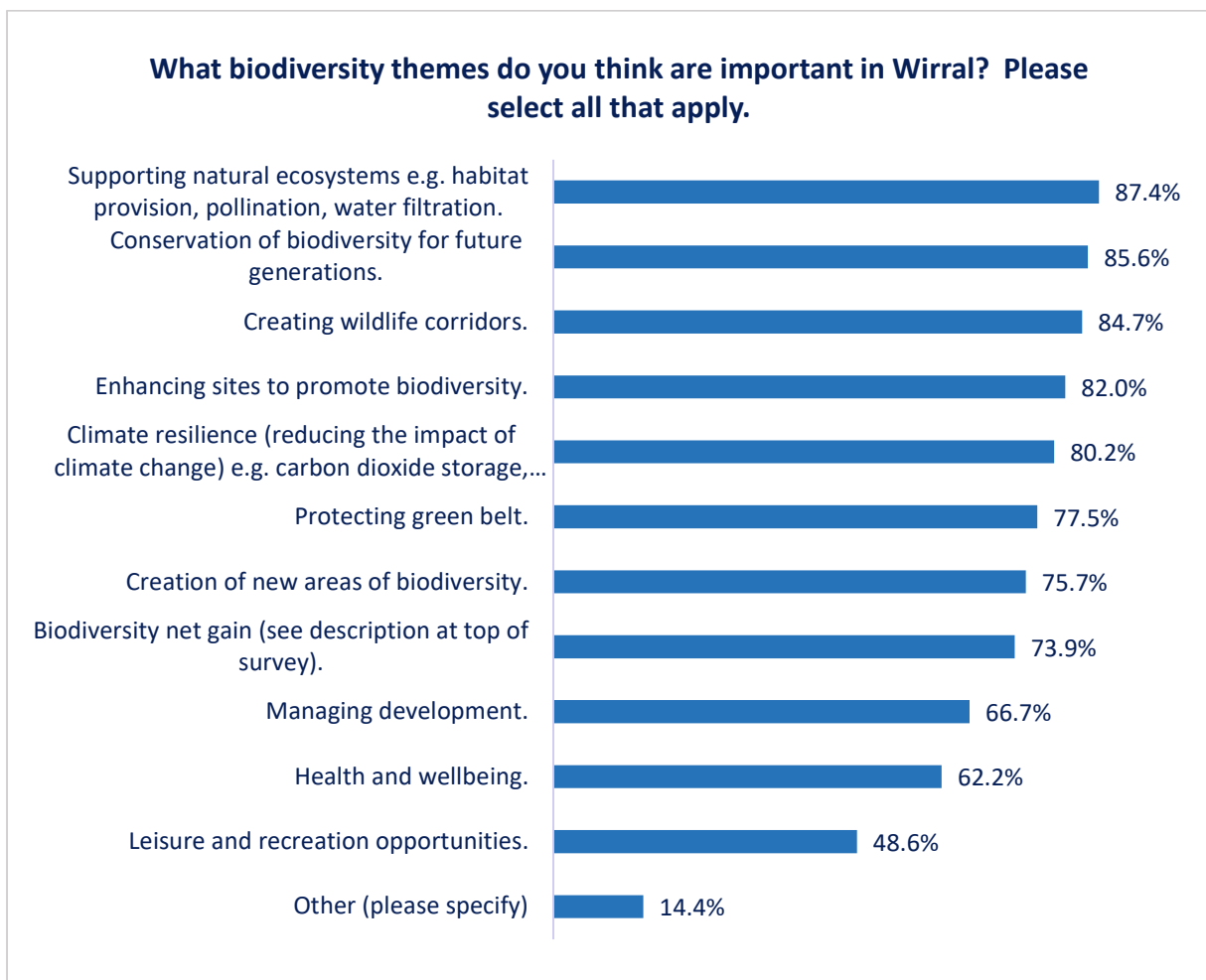


Figure 3: Chart displaying results to “What biodiversity themes do you think are important in Wirral? Please select all that apply.”



| <b>What biodiversity themes do you think are important in Wirral? Please select all that apply.</b>                                   | <b>Total</b> | <b>%</b> |
|---|--------------|----------|
| Supporting natural ecosystems e.g. habitat provision, pollination, water filtration.  | 97           | 87.4%    |
| Conservation of biodiversity for future generations.  | 95           | 85.6%    |
| Creating wildlife corridors.  | 94           | 84.7%    |
| Enhancing sites to promote biodiversity.  | 91           | 82.0%    |
| Climate resilience (reducing the impact of climate change) e.g. carbon dioxide storage, natural flood defences, resilient ecosystems. | 89           | 80.2%    |
| Protecting green belt.  | 86           | 77.5%    |
| Creation of new areas of biodiversity.  | 84           | 75.7%    |
| Biodiversity net gain (see description at top of survey).   | 82           | 73.9%    |
| Managing development.   | 74           | 66.7%    |
| Health and wellbeing.   | 69           | 62.2%    |
| Leisure and recreation opportunities.   | 54           | 48.6%    |
| Other (please specify)  | 16           | 14.4%    |

*Table 3: Table displaying results to “What biodiversity themes do you think are important in Wirral? Please select all that apply.”*

### **3.1.4 Question 4: What do you consider the greatest challenges and threats to biodiversity in Wirral? Please select all that apply.**

111 people answered this question, and they may have selected more than one option. 80.2% of the responses said that development was this biggest threat to biodiversity in Wirral. The next most popular options were habitat loss (71.2%), land management practices (62.2%) and climate change (55.9%).



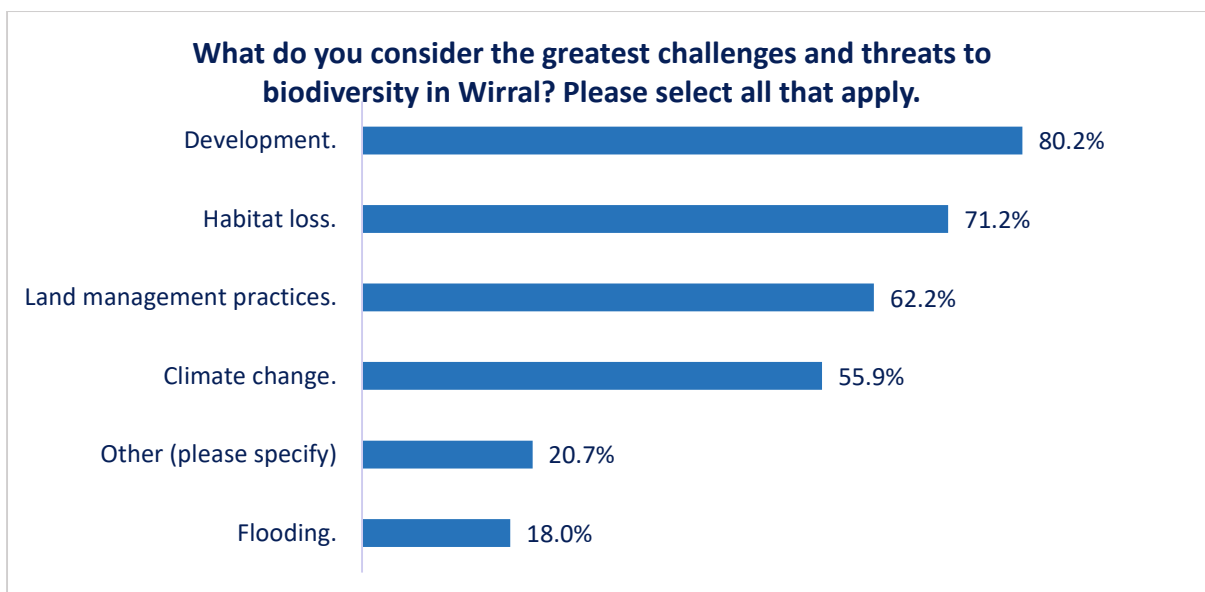


Figure 4: Chart displaying results to “What do you consider the greatest challenges and threats to biodiversity in Wirral?”

| What do you consider the greatest challenges and threats to biodiversity in Wirral? Please select all that apply. | Total | %     |
|---|-------|-------|
| Development.  | 89    | 80.2% |
| Habitat loss.   | 79    | 71.2% |
| Land management practices.  | 69    | 62.2% |
| Climate change.   | 62    | 55.9% |
| Other (please specify)  | 23    | 20.7% |
| Flooding.   | 20    | 18.0% |

Table 4: Table displaying results to “What do you consider the greatest challenges and threats to biodiversity in Wirral?”

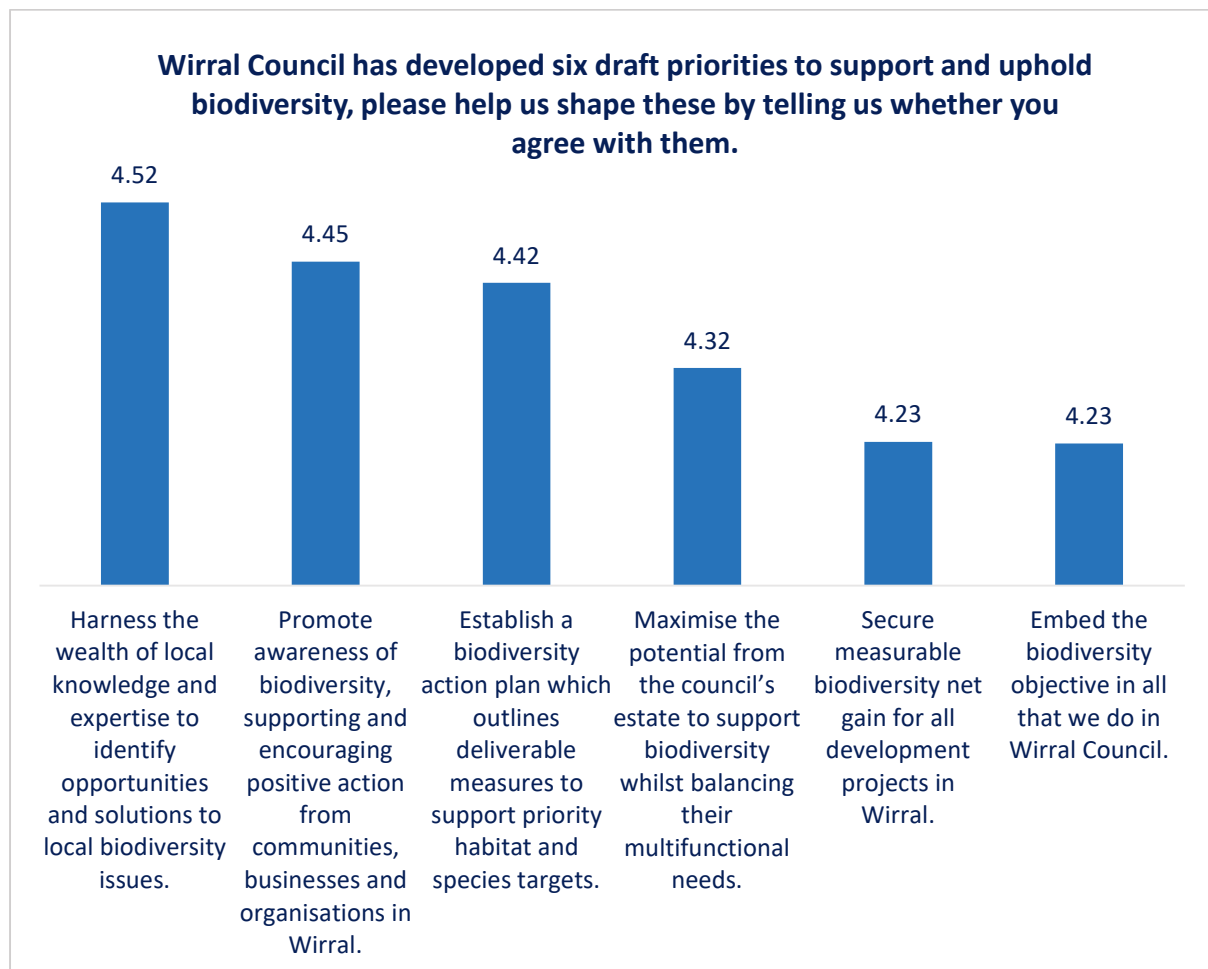
23 people selected “other” and answered the free text option and may have discussed more than one theme. Of these, there were 2 common themes. 5 people discussed that there is a lack of awareness from the community about biodiversity, with some mentioning careless use of recreation areas, and others discussing general ignorance of our environmental impact. 5 respondents levelled criticism towards Wirral Council, saying that there was a lack of joined-up-thinking and not enough action.

### 3.1.5 Question 5: Wirral Council has developed six draft priorities to support and uphold biodiversity, please help us shape these by telling us whether you agree with them.

For each priority, respondents selected their level of agreement. In the results below, a higher number means a higher level of agreement.

The priority that respondents agreed with the most was, “Harness the wealth of local knowledge and expertise to identify opportunities and solutions to local biodiversity issues,” with a score of 4.52. The priority with the second highest level of agreement was, “Promote awareness of biodiversity, supporting and encouraging positive action from communities, businesses and organisations in Wirral,” with a score of 4.45.

The statements for which there was the lowest level of agreement were “Secure measurable biodiversity net gain for all development projects in Wirral,” and “Embed the biodiversity objective in all that we do in Wirral Council,” with scores of 4.23, however all priorities had a high level of agreement.



*Figure 5: Chart displaying results to “Wirral Council has developed six draft priorities to support and uphold biodiversity, please help us shape these by telling us whether you agree with them.”*



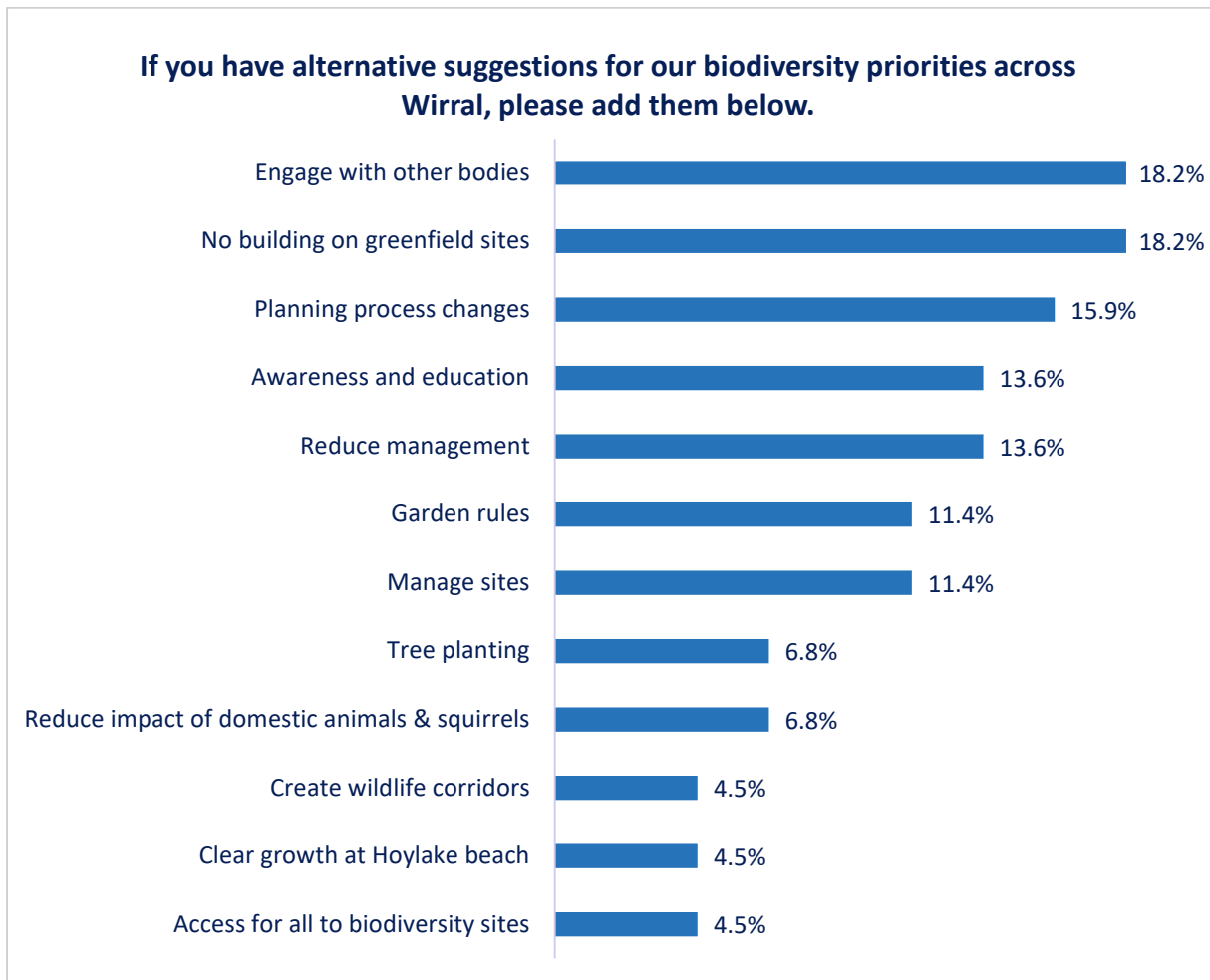
| <b>Wirral Council has developed six draft priorities to support and uphold biodiversity, please help us shape these by telling us whether you agree with them.</b> | <b>Strongly Agree (5)</b> | <b>Agree (4)</b> | <b>Neutral (3)</b> | <b>Dis-agree (2)</b> | <b>Strongly Disagree (1)</b> | <b>Average score</b> |
|--|---------------------------|------------------|--------------------|----------------------|------------------------------|----------------------|
| Harness the wealth of local knowledge and expertise to identify opportunities and solutions to local biodiversity issues.  | 77                        | 25               | 2                  | 4                    | 3                            | 4.52                 |
| Promote awareness of biodiversity, supporting and encouraging positive action from communities, businesses and organisations in Wirral.                            | 70                        | 26               | 8                  | 2                    | 3                            | 4.45                 |
| Establish a biodiversity action plan which outlines deliverable measures to support priority habitat and species targets.  | 75                        | 21               | 7                  | 3                    | 5                            | 4.42                 |
| Maximise the potential from the council's estate to support biodiversity whilst balancing their multifunctional needs.   | 64                        | 29               | 8                  | 6                    | 3                            | 4.28                 |
| Secure measurable biodiversity net gain for all development projects in Wirral.  | 66                        | 19               | 14                 | 6                    | 5                            | 4.23                 |
| Embed the biodiversity objective in all that we do in Wirral Council.  | 67                        | 18               | 14                 | 8                    | 4                            | 4.23                 |

*Table 5: Table displaying results to "Wirral Council has developed six draft priorities to support and uphold biodiversity, please help us shape these by telling us whether you agree with them."*



**3.1.6 Question 6: If you have alternative suggestions for our biodiversity priorities across Wirral, please add them below.**

44 people answered this free text question. Below are the top themes that emerged from the free-text comments as a percentage of the number of people who provided an answer to the question. As the percentage reflects the proportion of respondents who made the comment and that respondents may have made more than one comment in their answer, the total percentages may exceed 100%.



*Figure 6: Chart displaying results to “If you have alternative suggestions for our biodiversity priorities across Wirral, please add them below.”*



| <b>If you have alternative suggestions for our biodiversity priorities across Wirral, please add them below.</b> | <b>Total</b> | <b>%</b> |
|--|--------------|----------|
| Engage with other bodies   | 8            | 18.2%    |
| No building on greenfield sites  | 8            | 18.2%    |
| Planning process changes   | 7            | 15.9%    |
| Awareness and education  | 6            | 13.6%    |
| Reduce management  | 6            | 13.6%    |
| Garden rules   | 5            | 11.4%    |
| Manage sites   | 5            | 11.4%    |
| Tree planting  | 3            | 6.8%     |
| Reduce impact of domestic animals & squirrels  | 3            | 6.8%     |
| Create wildlife corridors  | 2            | 4.5%     |
| Clear growth at Hoylake beach  | 2            | 4.5%     |
| Access for all to biodiversity sites   | 2            | 4.5%     |

*Table 6: Table displaying results to “If you have alternative suggestions for our biodiversity priorities across Wirral, please add them below.”*

The most common themes discussed were:

- **Engage with other bodies (18.2%).** Respondents suggested that the council should use local knowledge, and some suggested specific bodies that should be engaged, including:
  - Facilities management companies
  - Building services
  - Community forests
  - Community groups (friends of Parks and "in Bloom" volunteers)
  - Local ecologists
  - Farmers
  - Highways agency and National Rail (regarding the land at the side of motorways and railways)
  - Hitachi
- **No building on greenfield sites (18.2%).** Respondents do not want developments built on green belt land.
- **Planning process changes (15.9%).** Some felt that changes need to be made to the planning process, to ensure biodiversity is sustained and improved. Some felt that the planning process must not be delayed, and others said that development rules should be enforced.
- **Awareness and education (13.6%).** Respondents said that awareness and education were important, with 2 people specifically mentioning that children should be educated.
- **Reduce management (13.6%).** People said that areas should be allowed to grow wild, and that mowing should be reduced.

**3.1.7 Question 7: We want to identify, celebrate, and learn from initiatives in Wirral that support the enhancement and creation of biodiversity. Please tell us of any local initiatives and actions that are already taking place in Wirral.**

46 people answered this free text question. Below are the top themes that emerged from the free-text comments as a percentage of the number of people who provided an answer to the question. As the percentage reflects the proportion of respondents who made the comment and that respondents may have made more than one comment in their answer, the total percentages may exceed 100%.



*Figure 7: Chart displaying results to “We want to identify, celebrate, and learn from initiatives in Wirral that support the enhancement and creation of biodiversity. Please tell us of any local initiatives and actions that are already taking place in Wirral.”*



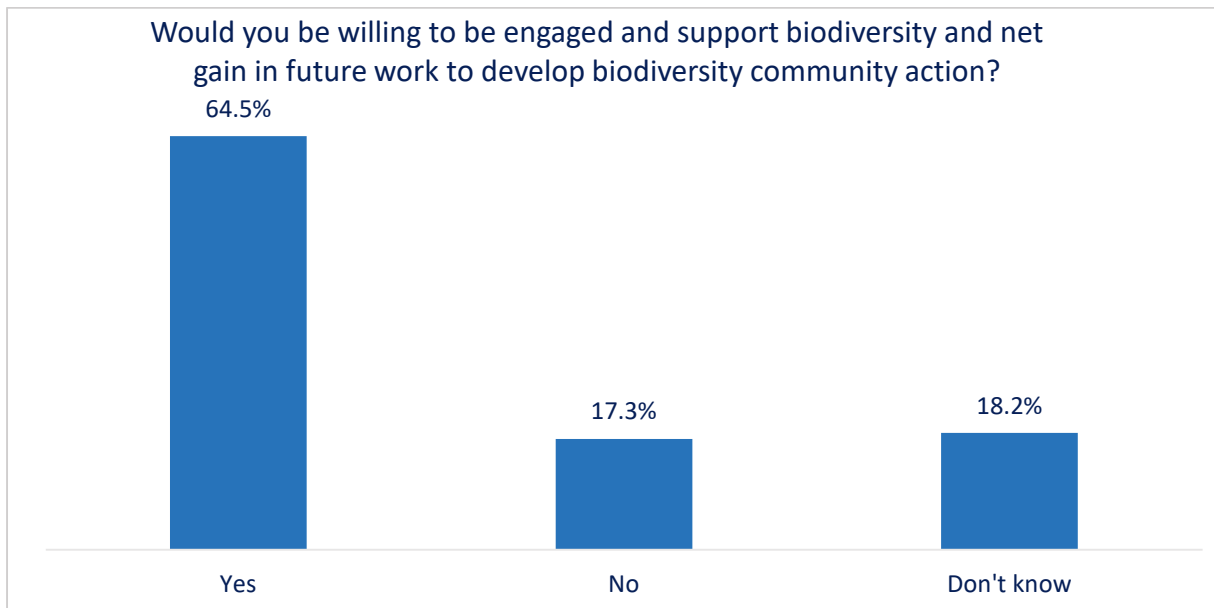
| <b>We want to identify, celebrate, and learn from initiatives in Wirral that support the enhancement and creation of biodiversity. Please tell us of any local initiatives and actions that are already taking place in Wirral.</b> | <b>Total</b> | <b>%</b> |
|---|--------------|----------|
| New Ferry Butterfly Park  | 6            | 13.0%    |
| Multiple community groups caring for our green spaces   | 5            | 10.9%    |
| Wirral Wildlife   | 5            | 10.9%    |
| Reduce mowing   | 3            | 6.5%     |
| Wirral Tree Wardens   | 2            | 4.3%     |
| Scout litter picking  | 2            | 4.3%     |
| Wildflower planting   | 2            | 4.3%     |
| Wirral Countryside Volunteers   | 2            | 4.3%     |
| Wirral Ranger   | 2            | 4.3%     |
| Hoylake beach - important for biodiversity  | 2            | 4.3%     |
| Incredible Edible   | 2            | 4.3%     |

*Table 7: Table displaying the results to “We want to identify, celebrate and learn from initiatives in Wirral that support the enhancement and creation of biodiversity. Please tell us of any local initiatives and actions that are already taking place in Wirral.”*



**3.1.8 Question 8: Would you be willing to be engaged and support biodiversity and net gain in future work to develop biodiversity community action? By selecting “Yes”, you give us your permission to contact you on the email address provided at registration.**

110 people answered this question. Respondents selected one option that they agreed with. 64.5% of the responses said that they would be willing to be engaged to support biodiversity. 17.3% said they were not willing to be engaged, and 18.2% said they didn’t know.



*Figure 8: Chart displaying results to “Would you be willing to be engaged and support biodiversity and net gain in future work to develop biodiversity community action?”*

| Would you be willing to be engaged and support biodiversity and net gain in future work to develop biodiversity community action? By selecting “Yes”, you give us your permission to contact you on the email address provided at registration. | Total      | %             |
|---|------------|---------------|
| Yes   | 71         | 64.5%         |
| No  | 19         | 17.3%         |
| Don't know  | 20         | 18.2%         |
| <b>Total</b>  | <b>110</b> | <b>100.0%</b> |

*Table 8: Table displaying results to “Would you be willing to be engaged and support biodiversity and net gain in future work to develop biodiversity community action?”*



## 3.2 Ideas Board

Respondents were asked to share their ideas to promote biodiversity in Wirral on an ideas board. 9 people engaged with the ideas board, with 11 ideas and 11 likes.

Below are the themes that emerged from the ideas as a percentage of the number of people who provided an answer to the question. As the percentage reflects the proportion of respondents who made the comment and that respondents may have made more than one comment in their answer, the total percentages may exceed 100%.

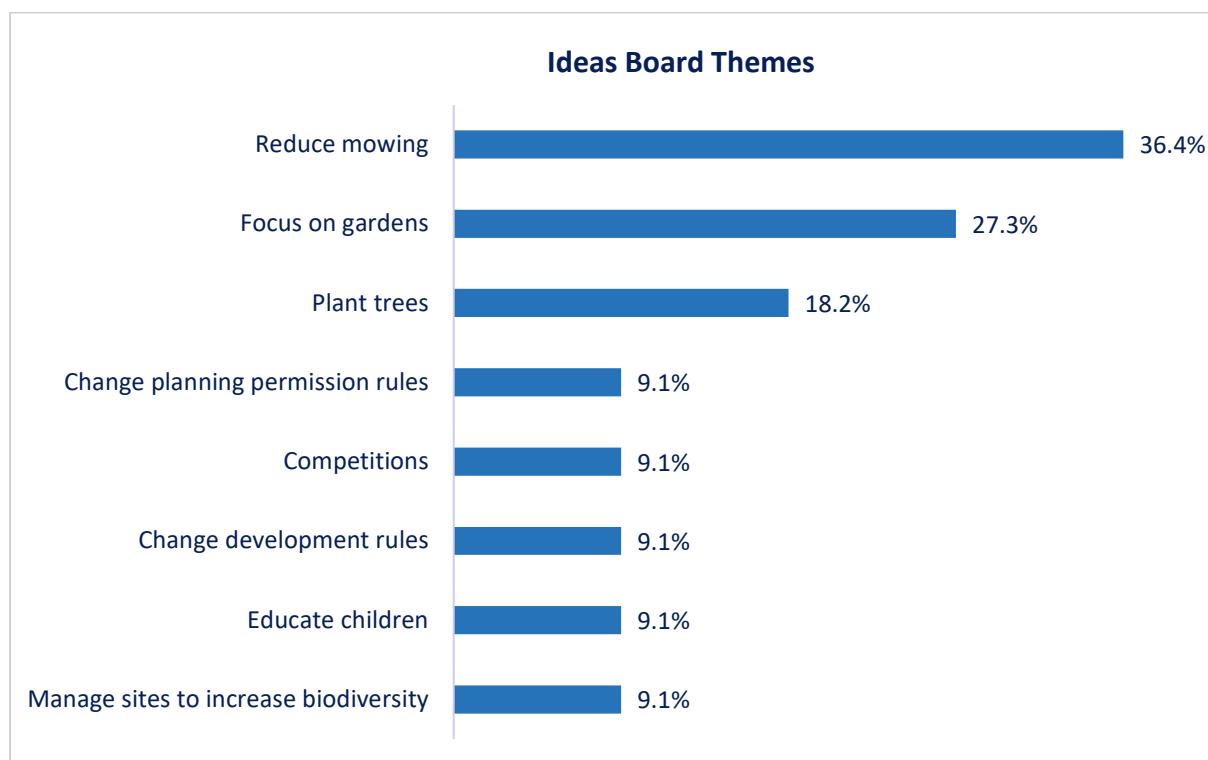


Figure 9: Chart showing themes from the ideas board

- **Reduce mowing (36.4%).** Respondents said that mowing should be reduced to allow more wildflowers to grow and increase the biodiversity.
- **Focus on gardens (27.3%).** People said that there should be a focus and possibly incentives to encourage residents to create areas for biodiversity in their gardens.
- **Plant trees (18.2%).** Respondents said that more trees should be planted.

The idea with the most likes (3) was:

Idea: Grasslands / verges

Description: Go further than No Mow May, and only cut grasses once or twice per year, except the border strip with paths and roads. Divert labour resource to tree planting, tree maintenance, and other habitat maintenance.

### 3.3 Map

Users were invited to place pins on a map to show the following:

- Priority habitats - areas of habitat that could be identified as a priority for action and protection.
- Priority species - areas that are important to various species in Wirral.
- Habitat creation - areas that could be used for habitat creation and/or enhancement initiatives, such as unused spaces and open green spaces.
- Habitat enhancement - areas where there are opportunities to enhance existing habitats that may be in poor condition or have potential.
- Wildlife corridor - areas that link up fragmented habitats, or where corridors could be created for wildlife to move through.
- Education/ recreation opportunity - areas that are good for education and recreation to enable more people to access nature.

There were 6 contributors, and 13 pins were placed on the map.

The details are shown below:

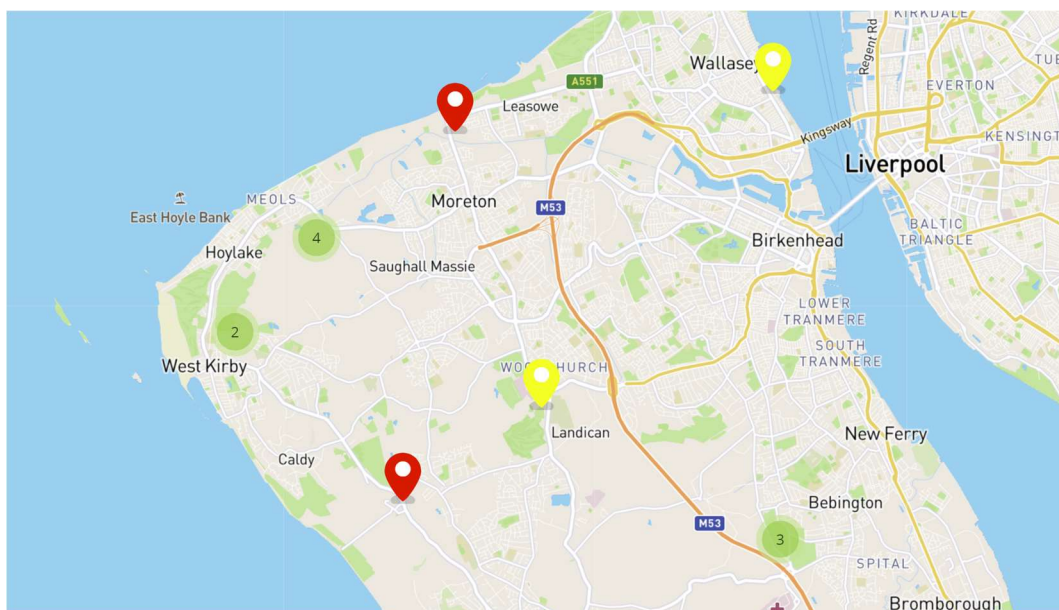


Figure 10: Map showing location of pins

| CATEGORY            | COMMENT   | LOCATION   |
|---------------------|---|--|
| Priority habitat    | This patch of land and verges next to the Cottage Loaf are home to a variety of invertebrate species such as Skipper butterflies and Burnet moths.<br>   | Land next to the Cottage Loaf, Telegraph Road, Thurstaston, Wirral, CH61 0HQ |
| Priority habitat    | This area of seasonal wetlands hold breeding birds and appears from the boundaries to be excellent botanical habitat  | Ditton Lane, Wirral, CH46 3SJ  |
| Priority habitat    | Make sure this land becomes local greenspace.   | The Sheepfield, Grange Road, West Kirby, Wirral, CH48 4EQ                    |
| Priority species    | Possible great crested newts on site  | Brackenwood Road, Bebington, Wirral, CH63 2LT                                |
| Priority species    | Bats identified on site - protected species.  | Mount Road, Bebington, Wirral, CH63 2LU                                      |
| Habitat creation    | This whole area should be totally rewilded as a natural wetland. It will then attract birds and other wildlife and become a hugely important nature reserve which will present educational and commercial opportunities as visitors come to observe the wildlife and landscape. | Previous site of Hoylake Municipal Golf Club                                 |
| Habitat creation    | Make use of the disused tennis courts and bowling greens by creating community gardens which attract wildlife and can be used to educate the public about horticulture and biodiversity.  | Land to the west of Arrowe Park Rd, Wirral, England CH49 5LW                 |
| Habitat creation    | Give neighbours the padlock and allow us to develop the steep bank with wildflowers - would also mean there would be no need for Wirral employees to mow it   | Egremont Promenade, Wallasey, CH44 8BG                                       |
| Habitat creation    | This should be rewilded to Willow Carr and seasonal wetland   | Land east of George Road, Hoylake, Wirral, CH47 4BE                          |
| Habitat creation    | Re-wilding in BNG plan for CAT of golf course   | Brackenwood Road, Bebington, Wirral, CH63 2PG                                |
| Habitat creation    | This used to be a pond which was filled in without permission during the 1980s. This could be reintroduced as a new habitat and a community nature feature.   | Land south of Acres Road, Meols, Wirral, CH47 9SQ                            |
| Habitat creation    | This green belt has been 'land banked' by the owners. It floods and could make a great community-inspired wetlands project. It is situated by a public footpath.  | Land to the west of Birch Road, Meols, Wirral, CH47 9RH                      |
| Habitat enhancement | These fields are naturally wet meadows - they should be managed as such. The SSSI at Meols Meadows has degraded markedly this sort of area could be a replacement   | Land behind Barn Hey Crescent, Meols, Wirral, CH47 9RW                       |

*Table 9: Table showing comments and locations of pins*



# 4.0 Demographics and Site Traffic

## 4.1 Demographics

Registration was required to engage in the online Wirral’s Biodiversity Strategy consultation. The registration form included questions regarding demographics including gender, age group, ethnicity, and sexual orientation, however not all questions in the registration form were compulsory and respondents could choose to select ‘prefer not to say’ or skip the question. The demographics results are summarised below. The same questions were included on the paper-copy questionnaires.

Most respondents (83.3%) classed themselves as local residents.



Figure 11: Chart displaying registering



The age group profile is illustrated below with the most common age groups being 55-64 years (35.3%), followed by 45-54 years (20.6%) and 35-44 years (18.6%). There were no under 16s and the age groups 16-24 and 75+ only made up 2.0% of respondents each.

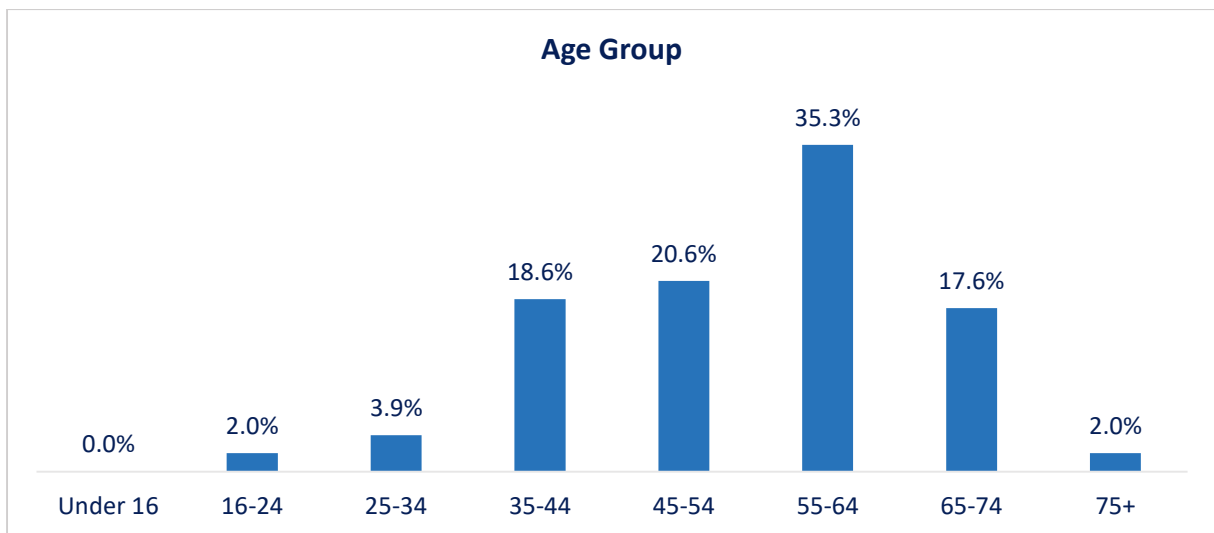


Figure 12: Chart displaying age groups

60.4% of respondents identified as female and, 33.7% male. 5.0% preferred not to say and 1.0% preferred to use their own term.

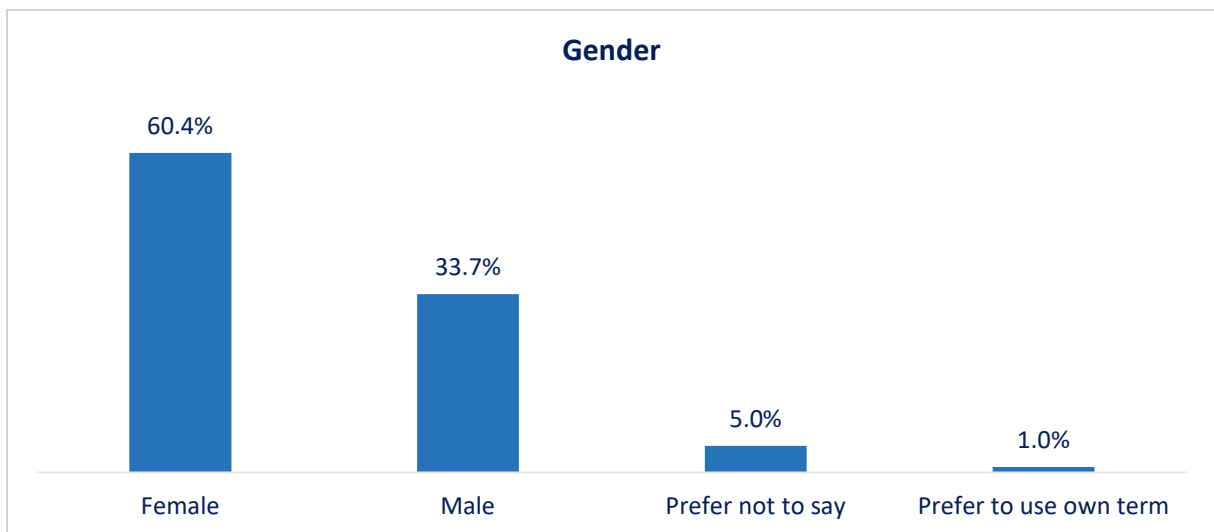


Figure 13: Chart displaying gender



74.5% of respondents were heterosexual, 4.9% were gay/ lesbian, 2.0% bisexual and 18.6% preferred not to say.

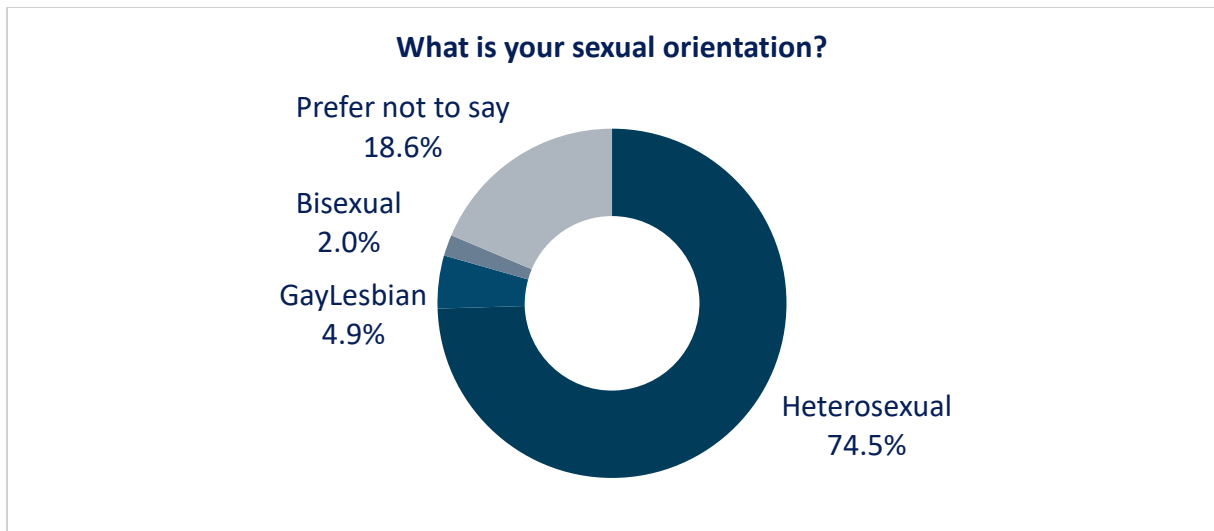


Figure 14: Chart displaying sexual orientation

88.9% said they did not have a disability whilst 7.4% of respondents said that they had a disability. 3.7% preferred not to say.

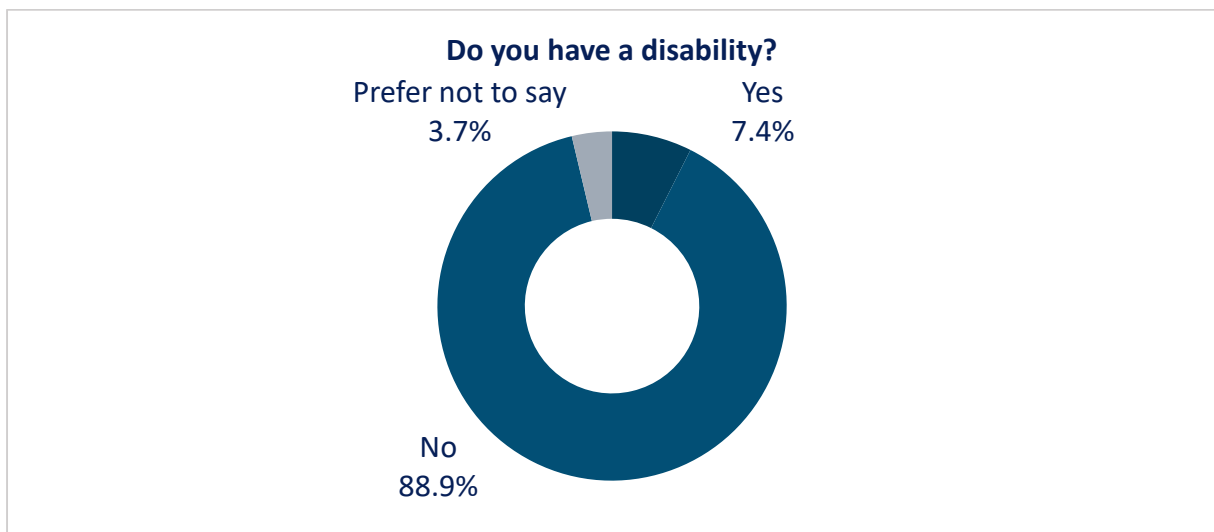


Figure 15: Chart displaying disability



The majority (91.5%) of respondents identified as White – English, Welsh, Scottish, Northern Irish, British.

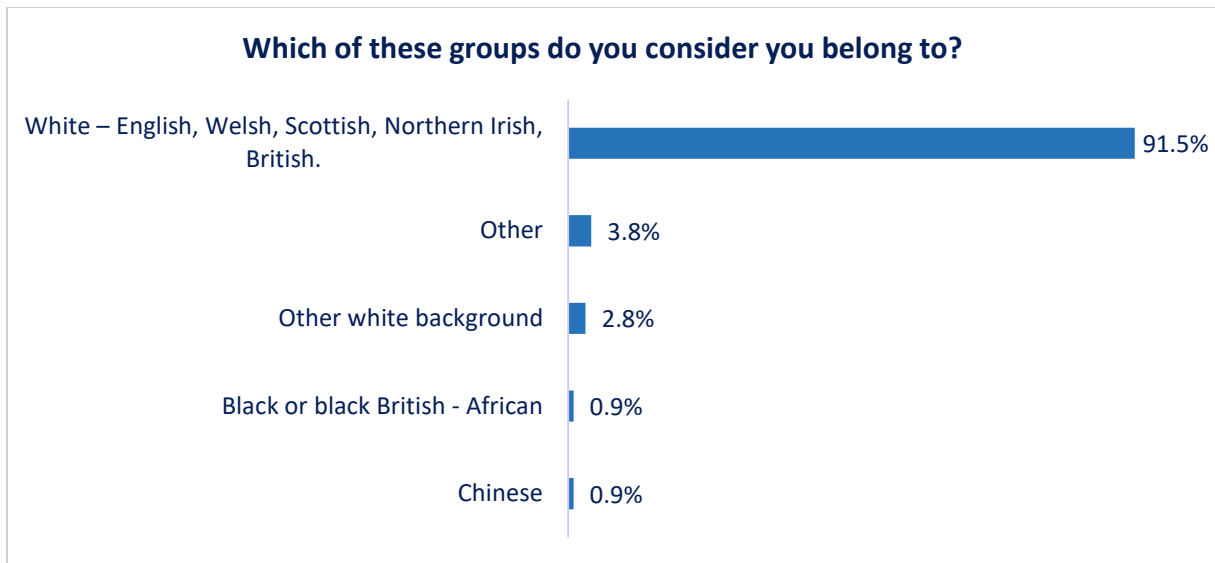


Figure 16: Chart displaying ethnicity

The most represented ward was Hoylake and Meols (15.1%) followed by West Kirby and Thurstaston (9.4%) and Pensby and Thingwall (7.5%).

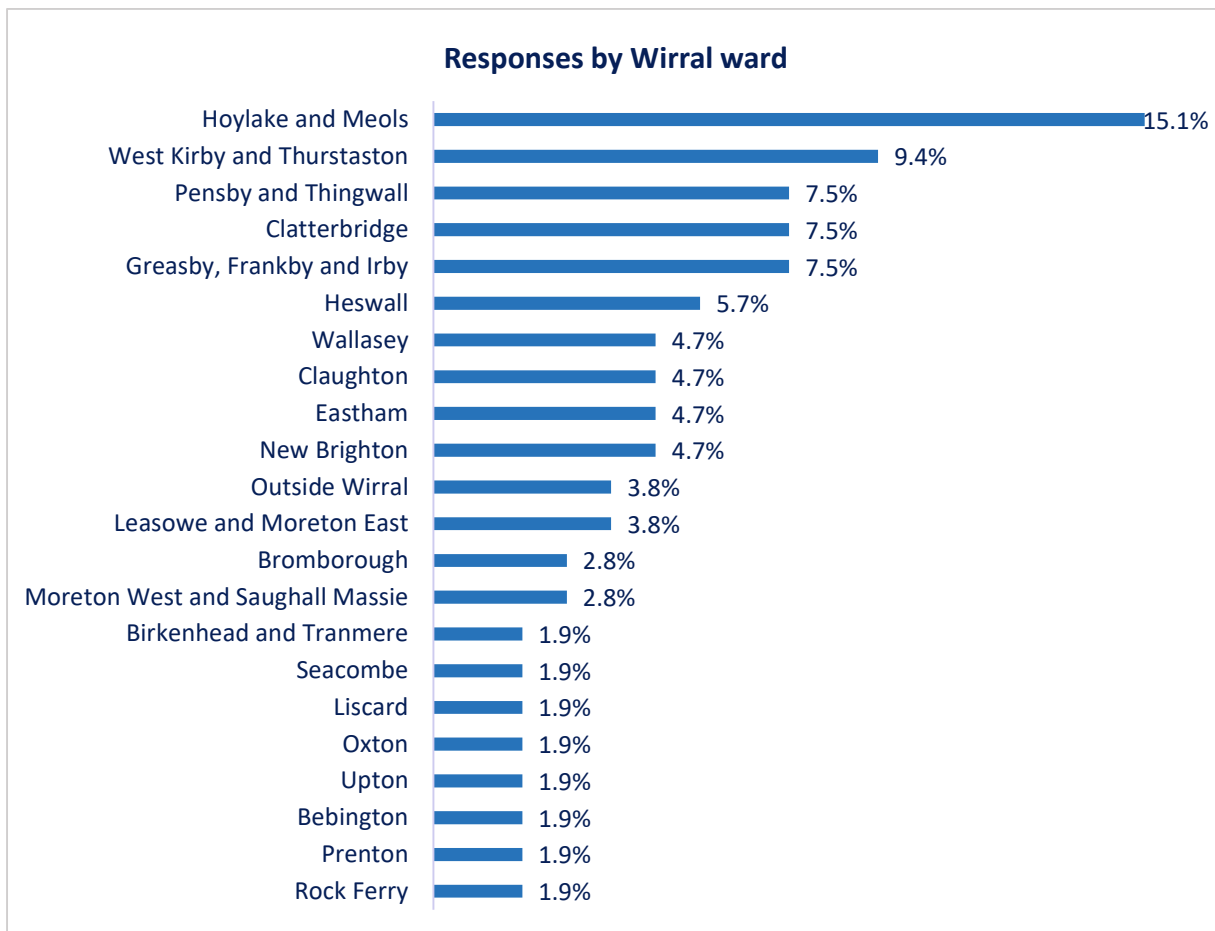


Figure 17: Chart displaying Wirral Ward representation



## 4.2 Have Your Say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 851 unique visitors viewed the Wirral’s Biodiversity Strategy consultation on the Have Your Say site. Of these, 239 visited multiple project pages and 29 downloaded a document. 116 people in total engaged with the tools: 111 completed the questionnaire, 6 placed a pin on the map and 9 put ideas on the ideas board.

These figures cannot be viewed as definitive as they are based on site tracking through ‘cookies’ and there are a number of factors that can impact on this. These include that cookies may be disabled or deleted, individuals may access the site multiple times through different devices or different browsers. However, the figures can be used to gauge how much interest has been generated in individual projects through the rate of engaged participants.

The route that people access the site is known as the traffic source. The ‘Have your say’ portal allows analysis to be carried out on traffic source, and if they lead to engagement in the site tools such as the questionnaire. This analysis allows a greater understanding of which communication and promotional tools to use to optimise engagement.

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either links clicked from social media sites (550) or direct visits where people typed the internet address into their web browser (116). The level of engagement from social media sites was 8.2%, and from direct visits 7.1%.

| Traffic Source | Aware Visits | Informed Visits (%) | Engaged Visits (%) |
|----------------|--------------|---------------------|--------------------|
| DIRECT         | 297          | 116 (39.1%)         | 21 (7.1%)          |
| EMAIL          | 25           | 10 (40%)            | 3 (12%)            |
| .GOV SITES     | 10           | 10 (100%)           | 7 (70%)            |
| SEARCH ENGINE  | 40           | 26 (65%)            | 5 (12.5%)          |
| SOCIAL         | 550          | 177 (32.2%)         | 45 (8.2%)          |
| REFERRALS      | 128          | 98 (76.6%)          | 36 (28.1%)         |

Table 10: Site traffic sources



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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 23 October 2023

|                      |   |
|----------------------|---|
| <b>REPORT TITLE:</b> | <b>WINTER SERVICE PLAN</b>                |
| <b>REPORT OF:</b>    | <b>DIRECTOR OF NEIGHBOURHOOD SERVICES</b> |

### REPORT SUMMARY

The purpose of this report is to notify Committee that the Highway Winter Service Operational Plan, detailing the manner in which the Council's highway winter service operations will be carried out during the winter period 2023/24 has been approved, and to provide details of the plan.

One of the key themes in the Wirral Plan 2021-26 is to provide safe and pleasant communities. By generally making roads safer for road users, this operational plan will contribute to a key theme set out within the current Wirral Plan.

This matter affects all Wards.

### RECOMMENDATION

The Environment Climate Emergency and Transport Committee is recommended to:

Note the contents of this report and that the Director of Neighbourhood Services has made a decision to approve the Highway Winter Service Operational Plan for 2023/24 which is included at Appendix A.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR RECOMMENDATION**

- 1.1 The Highway Winter Service Operational Plan included at Appendix A to this report details proposals for the manner in which the Council's highway winter service operations will be carried out during the winter period 2023/24 for the treatment of carriageways, footways and other areas where required in order that the council can meet its statutory duty. A decision to approve the Plan has been taken by the Director of Neighbourhood Services under the Scheme of Delegation but Members of Environment, Climate Emergency and Transport Committee are asked to note that the Council has a robust plan, together with the necessary resource allocation, capacity and professional officer expertise to be able to respond dynamically and deliver an effective winter maintenance service.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 A fully externalised commissioned service was considered but this would not meet the council's preferred overall highway service delivery model approved by the Environment, Climate Emergency and Transport Committee on 16 March 2021, and may not deliver best value at the present time.

### **3.0 BACKGROUND INFORMATION**

- 3.1 Responsibility for the delivery of an effective highway winter maintenance service rests with the council as the local Highway Authority for Wirral. The Highway Winter Service Operational Plan (Appendix A) sets out the proposed standards for the treatment of the borough's highway network as a consequence of winter weather. It sets out a framework of good practice within which the Council's Winter Service provision is managed and takes into account the recommendations and advice set out in the national guidance: Well-managed Highway Infrastructure: Code of Practice (October 2016).
- 3.2 A brief overview of the proposed 2023/24 Highway Winter Service Operational Plan detailed in Appendix A is set out below:
- The Winter Service Period will be nominally from Monday 13 November 2023 until Monday 8 April 2024. Council staff will be on standby 24 hours a day, seven days a week during this 21-week period. However, this period may be brought forward or extended depending upon the prevailing weather conditions.
  - An annual Dry Run Training Day will take place Saturday 4 November 2023 with Council staff and idverde (gritter drivers) including a number of tool-box talks and radio etiquette training.
  - Winter bureau and weather forecasting services are provided to the Council under contracts with Vaisala UK and MetDesk, who have staff available for consultation and advice at all times.



- The Highway Winter Service vehicle fleet consists of 11 full size (18 tonne) gritters and one mini (3.5 tonne) gritter which are used for day-to-day gritting operations, with snow ploughs fitted on each of the main gritters. Currently 10 full size gritters and one mini gritter are hired with the remaining one vehicle owned by the council. The fleet is 'garaged' at the Cleveland Street transport depot. Hired vehicles are maintained by Econ Engineering supported by the Transport Division fleet maintenance staff.
- For this year's Highway Winter Service, the Council has procured the services of the idverde Group to provide the necessary personnel to drive the gritting fleet. This will be their twelfth Winter season working directly for the council. idverde staff will be on standby 24 hours a day, seven days a week during the agreed Winter Service period.
- At the time of writing this report, there is approximately 2,000 tonnes of rock salt stockpiled under covered storage at the council's salt dome storage facility at the Cleveland Street transport depot and this will be replenished when necessary. For an average winter season of 38 pre-grit treatments using 50 tonnes of rock salt per treatment at the minimum spread rate of 10g/m<sup>2</sup>, 1,900 tonnes of rock salt will be used.
- Approximately 42 tonnes of rock salt will be used to fill and refill approx. 100 grit bins. These are provided at locations around Wirral where there is a need to undertake regular spot salting on roads or footpaths and may be placed at strategic locations on the network where there is a high pedestrian usage.
- The total length of the Council's highway network is 1,180km and approximately 427km of the highway network is treated as part of a routine pre-grit operation. All the gritting routes have been amended following a review of the winter maintenance operations following the severe winter weather conditions of 2010/11 and, more recently, to reflect the need to adopt priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking, cycling and vulnerable people.

3.3 The arrangements associated with the Highway Winter Service Operational Plan may be revised as necessary during the course of the 2023/24 season to reflect changes to operational rotas, schedules and routes in order to deliver the necessary level of service required.

3.4 This report is concerned with an operational winter service relating to gritting and clearing the council's network of snow and ice. However, the service links to other operational plans, including Flood Risk Management Plan and Street Cleansing Autumnal Leaf Removal Programme, demonstrating an holistic approach to service resilience in responding to winter weather conditions.

#### **4.0 FINANCIAL IMPLICATIONS**

4.1 The service revenue budget allocation for this activity in 2022/23 was £416,000 and historically based on a hypothetical average winter comprising of 33 call outs and for

filling and re-filling grit bins for the duration of the winter season. However, recent years has seen a steady increase in the call out numbers and during 2022/23, 40 call outs were in fact recorded. Additionally fixed costs have increased in recent years and other costs vary year-on-year depending upon the severity of the winter and amount of grit purchased and utilised. However, despite service, operational and support contract efficiencies having been made, the average spend in the past several years has been around £200,000 to £300,000 over the allocated budget.

- 4.2 The section 151 Officer has accepted a service pressure statement and the service budget allocation has been further increased by Council by £270,000 for 2023/24, following decision at P&R Committee on 12 July 2023. The total budget allocation for 2023/24 will be £784,000. Any underspend of this service budget will be transferred into a reserve for future winter service budget allocation.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 Section 41(1A) of the Highways Act 1980 provides: “a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.”

## **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 The highway winter service operation will be carried out by existing staff as part of their normal duties. There are no additional ICT or assets implications.

## **7.0 RELEVANT RISKS**

- 7.1 Failure to document and deliver a clear Winter Service Operational Plan exposes the council to reputational, financial, and legal risks and could compromise public safety.
- 7.2 There is a risk that an extremely severe winter will result in a requirement for additional rock salt to be purchased at additional unbudgeted cost. This may result in an overspend on the service area revenue budget in excess of current forecast and is included in the service area and directorate level risk register.
- 7.3 There are risks of staff, plant, equipment, and grit resources availability affecting service delivery. These risks have been considered under service business continuity plans and where practicable are mitigated by the Council’s service support supply contracts.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Consultation has taken place across council directorates and with a range of partner organisations, including Wirral NHS, Merseytravel, the other Merseyside local authorities, Cheshire West and Chester Council and Highways England to ensure continuity of service and that safe access is maintained on network and non-network facilities, including health care facilities currently delivering national vaccination programmes.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 Equality Impact Assessment review can be found on the following link  
<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 All the all the transport fleet, including winter service plant, is being reviewed to determine whether non-fossil fuel powered alternatives can be utilised which would contribute to the council's 2030 net carbon neutral target.
- 10.2 The government's requirement is to minimise the usage of salt on the highway both to restrict the runoff into watercourses and drainage systems and to conserve national stocks and this is taken into account when operational decisions are taken. Salt used for road gritting is a non-renewable resource.
- 10.3 The volume of salt spread by rate on the council's highway network as part of the Highway Winter Service Operational Plan complies with the recommendations of Appendix H of the Well-Managed Highways guidance published by the Department for Transport.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

- 11.1 The council is committed to a progressive procurement system and generation of community wealth benefits through this process. The contract with idverde includes for provision of HGV drivers and supervision staff, 13 of whom are residents with Wirral postcodes. The direct employment of local residents on the service through an external supplier has an estimated projected total equivalent financial value of £64,350 for the 2023/24 winter season, based upon 13 staff working 38 number 8-hour shifts at a proxy value of £30,353 p.a. and 233 working days p.a.

**REPORT AUTHOR:** **Linda Summers**  
(Highway Asset Manager)  
telephone: Tel: 0151 606 2267  
email: lindasummers@wirral.gov.uk

## **APPENDICES**

Appendix A - Highway Winter Service Operational Plan 2023-2024

(including Appendices 1 to 5)

The PDF file may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact [highwaycommercial@wirral.gov.uk](mailto:highwaycommercial@wirral.gov.uk) if you would like this document in an accessible format.

## **BACKGROUND PAPERS**

Well-managed Highway Infrastructure, Code of Practice published by DfT (October 2016).

Officer Decision Notice 13 October 2023

## **TERMS OF REFERENCE**

This report is being considered by the Environment, Climate Emergency and Transport Committee in accordance with Section 5.2(b) of its Terms of Reference.

## **SUBJECT HISTORY (last 3 years)**

| <b>Council Meeting</b>   | <b>Date</b>   |
|--|---------------|
| Environment, Climate Emergency and Transport Committee – Highways Service Delivery 2021-26 | 16 March 2021 |

# Equality Impact Assessment Toolkit (January 2021)

**Section 1: Your details**

**EIA lead Officer:** Linda Summers

**Email address:** lindasummers@wirral.gov.uk

**Head of Section:** Simon Fox

**Chief Officer:** Jason Gooding

**Directorate:** Neighbourhood Services

**Date:** 03 September 2023

**Section 2: What Council proposal is being assessed?****Highway Winter Service Operational Plan**

The Highways Winter Service Operational Plan details proposals for the manner in which Wirral's highway winter service operations will be carried out during the winter period 2023/24 for the treatment of carriageways, footways and other areas where required.

**Section 2a: Will this EIA be submitted to a Committee meeting?**

**No - Delegated Decision Report**

**If 'yes' please state which meeting and what date**

.....

**Hyperlink to where your EIA is/will be published on the Council's website**

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

**Section 3:** Does the proposal have the potential to affect..... (please tick relevant boxes)

- Services**
- The workforce**
- Communities**
- Other** (please state eg: Partners, Private Sector, Voluntary & Community Sector)

If you have ticked one or more of above, please go to section 4.

- None** (please stop here and email this form to your Chief Officer who needs to email it to [engage@wirral.gov.uk](mailto:engage@wirral.gov.uk) for publishing)

**Section 4:**

Could the proposal have a positive or negative impact on any protected groups (age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)?

You may also want to consider socio-economic status of individuals.

Please list in the table below and include actions required to mitigate any potential negative impact.

| Which group(s) of people could be affected | Potential positive or negative impact  | Action required to mitigate any potential negative impact   | Lead person   | Timescale   | Resource implications                           |
|--|--|---|---------------|-------------|---|
| Disability                                 | Positive impact on those with restricted movement and/or who are blind or partially sighted, due to widespread treatment of ice and snow on the highway aiding access and safe passage.                                    | In response to public enquiries, made through the council website, it may be possible to treat certain walkways etc but only in accordance with the Highway Winter service plan. Ensure highway winter service arrangements are made available in a different language upon request and in a reasonable time timeframe. | Linda Summers | As Required | Utilising Existing resources and Revenue Budget |
| Age  | Positive impact on elderly residents with possible restricted movement, and who are more prone to injury as a result of slips and falls, due to widespread treatment of ice and snow on the highway aiding access and safe | In response to public enquiries it may be possible to treat certain walkways etc but only in accordance with the Highway Winter service   | Linda Summers | As Required | Utilising Existing resources and Revenue        |

|                       |  |   |               |             |   |
|-----------------------|--|---|---------------|-------------|---|
|                       | passage.   | plan.   |               |             | Budget  |
| Pregnancy & Maternity | Positive impact on those residents with possible restricted movement, and who are more prone to injury as a result of slips and falls, due to widespread treatment of ice and snow on the highway. | In response to public enquiries it may be possible to treat certain walkways etc but only in accordance with the Highway Winter service plan. | Linda Summers | As Required | Utilising Existing resources and Revenue Budget |



**Section 4a: Where and how will the above actions be monitored?**

**Section 4b: If you think there is no negative impact, what is your reasoning behind this?**

Service arrangements will have a positive impact on the community as a whole and we have put systems in place to be able to react to enquiries from the community

**Section 5: What research / data / information have you used in support of this process?**

The borough's Winter Service provision is managed and takes into account the recommendations and advice set out in the national guidance: Well-managed Highway Infrastructure: Code of Practice (October 2016).

Winter bureau and weather forecasting services are provided to the council under contracts with Vaisala UK and MetDesk, who have staff available for consultation and advice at all times throughout the winter season to enable informed decisions regarding gritting.

**Section 6: Are you intending to carry out any consultation with regard to this Council proposal?**

Yes

If 'yes' please continue to section 7.

**Section 7: How will consultation take place and by when?**

Consultation has taken place across council directorates and with a range of partner organisations, including: Wirral NHS; Merseytravel; Merseytunnels; the other Merseyside local authorities; Cheshire West and Chester and Highways England to ensure continuity of service and that safe access is maintained on network and non-network facilities.

Before you complete your consultation, please email your preliminary EIA to [engage@wirral.gov.uk](mailto:engage@wirral.gov.uk) via your Chief Officer in order for the Council to ensure it is meeting it's legal publishing requirements. The EIA will need to be published with a note saying we are awaiting outcomes from a consultation exercise.

Once you have completed your consultation, please review your actions in section 4. Then email this form to your Chief Officer who needs to email it to [engage@wirral.gov.uk](mailto:engage@wirral.gov.uk) for publishing.

**Section 8: Have you remembered to:**

- a) **Select appropriate directorate hyperlink to where your EIA is/will be published** (section 2a)
- b) **Include any potential positive impacts as well as negative impacts?** (section 4)
- c) **Send this EIA to [engage@wirral.gov.uk](mailto:engage@wirral.gov.uk) via your Chief Officer?**
- d) **Review section 4 once consultation has taken place and sent your updated EIA to [engage@wirral.gov.uk](mailto:engage@wirral.gov.uk) via your Chief Officer for re-publishing?**



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# Highway Winter Service Operational Plan

2023 – 2024

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*Wirral Council  
Highways & Infrastructure Neighbourhood  
Services Wirral Council*

Version 5, 11.10.23 report

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## Approval

**Date of initial published version:** September 2022

**Title of Approver:** Brian Smith (BSS)  
Senior Highway & Street Lighting Manager

**Title of Author:** Linda Summers (LMS)  
Highway Asset Manager

## Revision History

The following revisions have been made to this document since its initial publication:

| Revision Date | List of Changes  | Author | Approval |
|---------------|--|--------|----------|
| V0 Sep 22     | Initial version  | LMS    | BSS      |
| V1 Oct 22     | Document re-formatted<br>Appendices added  | LMS    | BSS      |
| V2 04.11.21   | Routes amended (Tunnel/Heswall Bus Stn)<br>Severe Weather amended<br>Added Coastal Events<br>Added Biffa Premises<br>Added Diversions  | LMS    | BSS      |
| V3 20.01.23   | Council Call Out Room Phone amended<br>Idverdi Driver & Contacts Details amended<br>First Aiders amended – Idverdi staff<br>First Aiders added – Wirral staff<br>National Highways email amended<br>Approval added<br>Revision History table added | LMS    | BSS      |
| V4 20.02.23   | Tom Toner Driver – removed from Idverdi<br>Driver & Contact Details  | LMS    | BSS      |
| V5 11.10.23   | Doc and Appendices updated for 2023-24   | LMS    | BSS      |
|               |  |        |          |
|               |  |        |          |
|               |  |        |          |
|               |  |        |          |

## Introduction

Responsibility for the delivery of Highway Winter Service rests with the Council as the Highway Authority for Wirral. This Highway Winter Service Operational Plan sets out the standards for the treatment of the borough's highway network as a consequence of winter weather; it sets out a framework of good practice within which the borough's Winter Service provision is managed and takes into account the recommendations and advice set out in the Well-managed Highway Infrastructure: Code of Practice (October 2016).

The winter service period is: **Monday 13 November 2023 to 8am Monday 8 April 2024**, consisting of a 21 week rota with 3 rotating teams on standby 24/7.

Date of Dry Run Training Day: Saturday 4 November 2023.

## Highway Winter Service Responsibilities - Wirral Council

The Senior Officer is responsible for: - but delegated to the Asset Manager and the Asset Operations Manager: -

- Maintenance of the Council's salt facility located at 250 Cleveland Street, Birkenhead. CH41 3QL;
- The purchasing of salt and maintaining stocks throughout the season (in conjunction with Government's Salt Cell requirements);
- In conjunction with the Council's Principal Officer, Transport Maintenance – responsible for the provision of gritting vehicles and mini gritters and ploughs to be maintained in working order between mid-November and the beginning of April (one large vehicle being for use as a reserve), including out of hours maintenance cover and, the provision of two loading shovels for the Highway Winter Service Season;
- The provision and maintenance of grit bins;
- Responsible for initiating the call-out for the Highway Winter Service operations and stating the type of call-out required i.e.:
  - Which routes are to be gritted and times of commencement and continuation;
  - When and which focus areas are to be gritted;
  - Whether and when snowploughs are to be fitted;
  - Setting the gates on the gritters to the required spread rates; and,
  - Gritting of Council car parks;
- Co-ordinating snow clearing activities in conjunction with Emergency Services and other agencies; and,
- The verification of work carried out and the maintenance of records of action taken.

### **Winter Decision Maker (WDM) Responsibilities**

Prior to the start of Winter Service, MOT, vehicle insurance documentation must have been produced by all Winter Supervisors and evidence of such signed-off by a WDM. Vehicle tax must also have been evidenced and signed-off.

The WDM will be on standby for a week at a time and will be responsible for:

- Receiving the weather forecast from the forecast provider during the day or night and instructing Senior Winter Supervisors on action required;
- Circulating the forecast information and proposed action to the contractor and other relevant persons.

In circumstances, where a decision cannot be made due to the uncertainty of the prevailing weather conditions and forecast, the contractor and other relevant persons will be notified accordingly and advised that a later decision will be made;

- Responding to problems raised by Winter Supervisors as required;
- Advising the Senior Manager and relevant persons of any developing situation outside the normal gritting operation; and,
- Ensuring that the relevant Health and Safety guidance and Risk Assessment guidance are available to all Winter Supervisors operating at and or from the salt facility.

### **Senior Winter Supervisor Responsibilities**

The Senior Winter Supervisor will be on standby for a week at a time and will be responsible for:

- Instructing Winter Supervisors on action required;
- Receiving updates on changing weather conditions through the night and keeping the Winter Supervisors informed as required;
- Keeping the Winter Decision Maker informed of any problems, particularly in relation to snowfall;
- Maintain gritting logs and ensuring that all paperwork is completed and submitted correctly;
- Collating all paperwork and agreeing hours worked with the contractor's supervisor prior to leaving the salt facility;

- Ensuring that all paperwork is forwarded electronically to the admin team the following morning;
- Keeping the Winter Decision Maker informed on salt stocks;
- Ensuring that wash down hoses are removed and safely stored; and
- Ensuring that lights and power are switched off and that the salt facility offices and compound are locked and secured at the end of gritting operations.

### **Winter Supervisor Responsibilities**

The Winter Supervisor will be on standby for a week at a time and responsibilities will include:

- Discussing the weather forecast with the Winter Decision Maker or the Senior Winter Supervisor and carrying out inspections and supervision of gritting operations as required;
- Liaising with the Senior Winter Supervisor throughout the standby period and informing the Supervisor of prevailing weather conditions and any operational problems;
- Maintaining gritting logs and ensuring that all paperwork is completed correctly and forwarded electronically to the Senior Winter Supervisor/admin team prior to leaving the salt facility; and,
- Recording and reporting vehicle defects to the Transport Section at the earliest opportunity.

### **Senior Winter Supervisor and Winter Supervisor Responsibilities**

Compilation of Gritting Log - responsibility includes keeping a log of the events of a call-out, and to forward it electronically to the admin team the following morning.

The log should include:

- Date;
- Forecast warning, and time received;
- Any call out, including times "on" and "off";
- Action taken, if any, and times;
- Quantity of salt used;
- Any other relevant data;
- Any plant defects;
- A record of incoming calls, giving nature of call, time, name, initials, address, and telephone number of the caller (if the caller is a police constable, badge number is required); and,
- Winter Supervisor's signature.



## The Contractor's (idverde) Responsibilities

The contractor shall:

- Provide suitably qualified personnel from inclusive to operate Highway Winter Service vehicles, snow ploughs, loaders, and other equipment.

N.B. This period may be extended by the Senior Council Officer when weather conditions require additional gritting operations;

In accordance with the contractor contract, all Highway Winter Service drivers shall possess a category 'C' Large Goods Vehicle (LGV) Licence in accordance with the Heavy Goods Vehicles (Drivers' Licences) Regulations 1990 (SI 1990/2612). They shall hold an appropriate certificate under the City and Guilds of London Institute / Local Government Management Board Qualification Scheme 6159 Winter Service Operations. Operatives shall hold appropriate units for the Prime Mover, Spreader and Snow Plough. The certificates are valid for 5 years and should cover the whole of the Highway Winter Service period;

- Provide photographic ID for each driver – with City and Guilds certificate number and certification dates;
- Provide second personnel to support the Highway Winter Service drivers in adverse weather conditions for the period **Monday 27 November 2023 until Monday 5 February 2024 inclusive.**

N.B. This period may be extended by a Senior Council Officer when weather conditions dictate;

- Be responsible for all training of the Contractor's Highway Winter Service personnel during the term of the contract;
- Provide senior personnel to take and implement instructions from the Senior Winter Supervisor or other Senior Council Officer;
- Respond to an instruction from the Senior Winter Supervisor or other Senior Council Officer to commence gritting activities so that principal routes are completed between three and five hours after the commencement of gritting, the length of the operation is subject to COVID 19 restrictions and,
- Respond with appropriate resources to the Senior Winter Supervisor, or other Senior Council Officer's, instructions to deal with prevailing weather and/or road conditions at any time.
- Provide the Senior Officer with all contractor and sub-contractor Risk Assessments for all winter activities operating at, or from, the salt facility.

## **Winter Service Operations**

### **Precautionary Gritting**

For expected frost and light snow, precautionary gritting shall be carried out at a rate of 10 gms/m<sup>2</sup>.

When freezing conditions are expected after rain, precautionary rates can be increased to 25 gms/m<sup>2</sup>. Gritting shall be delayed as long as possible to reduce loss of salt by run-off unless freezing conditions coincide with rainfall.

When continuous snow is forecast, precautionary gritting rates may be increased to 25-40 gms/m<sup>2</sup> according to the severity of the expected snowfall.

### **Treatment of Ice**

If ice has formed on the road surface, the salt shall be spread at a rate to reduce or remove the ice as soon as practical depending on the amount of ice to be removed and the air temperature.

### **Treatment of Snow**

The maximum salt spreading rate for melting up to 4 cm of fresh snow at 0o C is 40 gms/m<sup>2</sup>. Areas of laying snow will be removed on the highway if they are likely to impact vehicle movements. Where conditions allow, ploughing shall be undertaken as soon as snow depth exceeds 3 to 4 cms. Each pass of the plough may be supplemented by gritting at the rate of 10 gms/m<sup>2</sup>.

If there is a need to continue ploughing when air temperatures drop, the gritting rates should be increased if necessary up to 40 gms/m<sup>2</sup>. During prolonged falls of snow, it will be necessary to plough continuously to prevent build-up and compaction by traffic. Such ploughing can be combined with simultaneous gritting at 25-40 gms/m<sup>2</sup>. Once snow depths of 12 cm have been reached it may be desirable to continue ploughing without salting. In these conditions, the weight of a salt load will aid vehicle traction.

### **Treatment of Hard Packed Snow and Ice**

At temperatures down to -5o where the hard-packed snow and ice is no more than 2 cm thick, removal may be considered by using successive salt spreads at 25-40 gms/m<sup>2</sup>, but each location will be considered depending on the risk to vehicle movements. At temperatures below -5o C and where hard packed snow or ice is more than 2 cm thick, the use of salt alone will result in an uneven and slippery surface, and therefore unlikely to employed, each location will be considered as to the impact on highway users.

## **Spread Rates**

To be effective, salt must be spread evenly and at rates to suit prevailing weather conditions. Excessive salt spreading is undesirable on both environmental and economic grounds. For this reason the spreading equipment is calibrated annually and the controls are marked accordingly for the spread rates detailed. Any decision to vary these application rates or to use other materials (due to a need to conserve supplies) is a matter for the Council Senior Officer.

## **Severe Weather**

This is defined as air temperatures staying below zero for a continuous period of 72 hours or laying snow of a depth of over 2cm covering 50% of the Wirral land mass.

During severe and prolonged winter weather, difficulties can arise with the resources necessary to deal with the conditions as set out in this Winter Service Plan. Principally there may be issues concerning the stock levels of both salt and fuel however, vehicle breakdowns may also be an issue, especially during continuous operations such as during periods of high snowfall.

Where such difficulties arise the Council will endeavour to continue to deliver the Winter Service but will reduce the level of service in line with the resources that are available on a risk-based approach, this means the action will be taken depending on the road hierarchy and the impact to the movement of vehicles and people on the network. The aim will be to make the best use of the resources available at the time and will include strategies to conserve salt and or fuel stocks. The strategy will include, but not be limited to, reducing the network to be treated, and reducing the rate of spread and or use of alternative materials.

During periods of severe weather when Wirral's Winter service standby team has been working through the evening and night, and further action is required the following day, then the team will stand down. This team will be replaced, the following day by another team consisting of a Winter Decision Maker; a Senior Winter Supervisor and two Winter Supervisors. This will be co-ordinated by one of Wirral's Senior Officers and would be dependent on availability.

## **Requests for Additional Gritting**

Requests from the Police for salting of the network as a result of reported road traffic collisions will be considered on a risk-based approach taking into account the following criteria:

- Scope of the problem;
- Availability of resources;
- Predicted road surface temperatures; and,
- Expected precipitation.

## **Weather Information**

Weather forecasts are supplied by MetDesk on a daily basis for the Winter Service period. The ice prediction system is supplied by Vaisala Ltd.

The service consists of:

- 24 hour forecast;
- Ice prediction;
- 2 to 5 day forecast;
- Copies of radar pictures and/or significant weather charts when required; and,
- Updates when sudden changes in the expected weather pattern dictate.

There is a reference sensor site on the A540 Telegraph Road, Heswall that enables the forecast conditions to be monitored. The site is fully instrumented and provides the following data that is used throughout the Winter Service period:

- Air temperature;
- Dew point temperature;
- Relative humidity;
- Surface temperature;
- Ground temperature; and,
- Freezing temperature.

Data is received every 20 minutes during the Winter Service period and there are two sensors in the northbound carriageway plus one in the southbound carriageway.

The sensor sites receive a pre-season calibration to ensure the data is accurate. The use of the ice prediction system enables the Council's Officers to monitor the forecast conditions with the actual conditions at the sensor sites and to update any planned actions as required.

## **Salt Dome Arrangements**

The Winter Service will be operated from the Council's Transport Depot and salt storage facility at 250 Cleveland Street Birkenhead CH41 3QL. At the end of each service, the gritting vehicles will be washed down and will be parked up at the Cleveland Street depot.

## **Coastal Events**

The Wirral Call Out Rota is also used for coastal events during the Winter Period. Inspectors will be required to carry out inspections to assess what action is required regarding tidal overtopping. This will be co-ordinated by the Winter Decision Maker and the standby team.

## **Biffa Premises**

As part of the Strategic Plan, Biffa premises at Dock Road, Bromborough will be gritted to assist with routine bin collections and street cleansing.

## **Diversions**

Should any roads be closed on a gritting route due to roadworks, the diversion route should be followed and gritted.

# APPENDICES

## Appendix 1 - Gritting Routes

### Route No. 1 Grey

- 1 Travel from Cleveland Street salt barn to the railway bridge on Woodchurch Road to the east of the M53 interchange
- 2 Grit Woodchurch Road west bound and the west bound slip road
- 3 Turn left into Prenton Way and grit Prenton Way all the way around back to it's junction with itself.
- 4 Turn left and then right into Brookway and grit around to the junction of Prenton Way. Turn right and grit back to the interchange.
- 5 Grit the whole of the interchange and the westbound slip road onto Woodchurch Road
- 6 Grit Woodchurch Road westbound up to the traffic lights at Arrowe Park
- 7 Grit through lights to Arrowe Park Road Hospital main entrance
- 8 Grit main hospital bus route and exit right
- 9 Grit Arrowe Park Road to lights and onto Woodchurch Road eastbound
- 10 Grit Woodchurch Road to Ackers Road lights
- 11 Travel back up to Arrowe Park lights
- 12 Grit Arrowe Park Road southbound to Thingwall Road East roundabout and grit roundabout
- 13 Grit Barnston Road from roundabout to junction with Holmwood Drive
- 14 Grit Barnston Road to Chester Road roundabout Gayton
- 15 Grit roundabout and exit towards Heswall
- 16 Grit full length of Telegraph Road to Caldys Road / Montgomery Hill roundabout
- 17 Grit roundabout and then grit Telegraph Road to Mere Lane
  
- 18 Return to Caldys roundabout and grit Column Road, Grange Road, Meols Drive to Market Street roundabout, Hoylake
- 19 Grit roundabout and travel back along Meols Drive to Graham Road
- 20 Grit Graham Road and turn right onto Meols Drive
- 21 Travel to Market Street roundabout
- 22 Grit Station Road, not gritting between the stop lines either side of the railway tracks, Carr Lane to end and return

- 23 Grit Market Street, Birkenhead Road, Hoylake Road to Moreton Cross roundabout and grit roundabout and exit towards Upton.
- 24 Grit Upton Road from roundabout to Upton Bypass and turn right
- 25 Grit slip road to roundabout and exit towards Birkenhead
- 26 Grit bypass southbound to Greasby Road / Old Greasby Road roundabout
- 27 Grit roundabout and grit bypass to Arrowe Park Road roundabout (Sainsbury's)
- 28 Grit roundabout and exit towards Birkenhead and grit Upton Bypass, Upton Road to Warren Drive roundabout and turn around
- 29 Grit dual carriageway section of Upton Road and travel to Arrowe Park roundabout
- 30 Travel along Upton Bypass towards Moreton and grit dual carriageway section and Moreton bound slip road to top
- 31 Travel via Moreton Cross and return and grit Moreton Road grit one side of central reservation to Royden Road. Travel via service road and grit the other side of reservation continue travel via Moreton Cross and return and grit Moreton Road Arrowe Park Road to Arrowe Park Hospital exit.

## **FINISH, RETURN TO SALT BARN AND RE-LOAD**

- 32 Travel to Conway Street bus station
- 36 Grit left side and bus station Claughton Road exit
- 37 Grit Claughton Road to Hemingford Street
- 38 Grit Hemingford Street
- 39 Travel to Market service road via bus station
- 40 Grit Market Service Road
- 41 Travel to Claughton Road junction with St John Street
- 42 Grit St John Street to first junction
- 43 Turn left and grit car park
- 44 Exit car park and travel to St John Street/Oliver Street and grit Oliver Street to end.
- 45 Travel to Argyle Street / Price Street
- 46 Grit Price Street to Cavendish Street
- 47 Travel to Hoylake Road / Gautby Road
- 48 Grit Gautby Road to Stanley Road
- 49 Grit Station Road from Stanley Road to Ilchester Road
- 50 Travel to Cavendish Street / Cleveland Street

- 51 Grit Cavendish Street to Park Road North
- 52 Travel to Beckwith Street / Duke Street
- 53 Grit Beckwith Street to Cavendish Street
- 54 Travel to Park Road South / Palm Grove
- 55 Grit Palm Grove to Balls Road
- 56 Travel to Christchurch Road / Bessborough Road
- 57 Grit Bessborough Road/Heathfield Road to Woodchurch Road

**FINISH**



## **Route No. 2 Brown**

- 1 Travel from Cleveland Street salt barn to M53 Junction 5 Hooton and grit roundabout
- 2 Grit A41 New Chester Road northbound from roundabout to Bolton Road roundabout, New Ferry
- 3 Grit bypass to St Pauls Road roundabout, Rock Ferry
- 4 Grit roundabout, bypass and A41 New Chester Road southbound to Junction 5 roundabout
- 5 Return to salt barn and reload
- 6 Travel to Woodchurch Road / Storeton Road junction
- 7 Grit Storeton Road / Mount Road southbound to Brimstage Road roundabout Junction 4
- 8 Grit roundabout and exit to Mount Road northbound
- 9 Grit Mount Road dual carriageway section and return to roundabout
- 10 Exit towards Heswall
- 11 Grit Brimstage Road from roundabout to Chester Road, Gayton roundabout and exit left
- 12 Grit Chester Road from roundabout to Ellesmere Port boundary (Boathouse Lane)
- 13 Turn and grit Chester Road from boundary to Gayton roundabout
- 14 Return to Chester High Road / Parkgate Lane
- 15 Grit Parkgate Lane from Chester High Road to end (Neston Road)
- 16 Turn right and grit Neston Road to boundary
- 17 Return to Neston Road / Parkgate Lane
- 18 Grit Neston Road, Thornton Common Road to Poulton Hall Road bridge and turn left
- 19 Grit Poulton Hall Road to junction of Poulton Road / Dibbinsdale Road
- 20 Grit Poulton Road from Poulton Hall Road to Spital Road lights
- 21 Travel to M53 Junction 4 Clatterbridge roundabout and exit towards Clatterbridge
- 22 Grit Mount Road southbound to garage roundabout and grit roundabout
- 23 Grit Mount Road northbound to M53 Junction 4 Clatterbridge roundabout
- 24 Return to Clatterbridge Hospital access road (Mount Road)
- 25 Grit access road and hospital main bus route
- 26 Return to Clatterbridge Road
- 27 Grit Clatterbridge Road, Willaston Road to Ellesmere Port boundary (turn at Lydiate Lane)

- 28 Return to Willaston Road / Benty Heath Lane
- 29 Grit Benty Heath Lane to Ellesmere Port boundary (turn at Eastham Rake)
- 30 Travel to Willaston Road / Willowbrow Road
- 31 Grit Willowbrow Road from Willaston Road to Raby Mere Road
- 32 Travel to Willaston Road / Upper Raby Road junction
- 33 Grit Upper Raby Road westbound from Willaston Road to Ellesmere Port boundary
- 34 Travel to Raby Mere Road / Raby Road, Raby
- 35 Grit Raby Road through to village
- 36 Travel to Thornton Common Road / St Georges Way
- 37 Grit St Georges Way from Thornton Common Road to Manor Road
- 38 Grit Smithy Hill from Manor Road to Thornton Common Road and turn left
- 39 Grit Manor Road from Thornton Common Road to Brimstage Road
- 40 Travel to Brimstage Road / Brimstage Lane, Brimstage
- 41 Grit Brimstage Lane to Red Hill Road
- 42 Travel to Brimstage Road / Talbot Avenue
- 43 Grit Talbot Avenue from Brimstage Road to Manor Road
- 44 Travel to Brimstage Road / Whitehouse Lane
- 45 Grit Whitehouse Lane from Brimstage Road to Barnston Road
- 46 Travel to Acre Lane
- 47 Grit Acre Lane from Barnston Road to Brimstage Road
- 48 Travel to Storeton Lane / Barnston Road
- 49 Grit Storeton Lane, Station Road to Lever Causeway roundabout
- 50 Grit roundabout
- 51 Grit Lever Causeway northwards from roundabout to Mount Road
- 52 Travel to Mount Road / Rest Hill Road
- 53 Grit Rest Hill Road from Mount Road to Red Hill Road
- 54 Grit Red Hill Road from Rest Hill Road to Lever Causeway
- 55 Return to Red Hill Road / Rest Hill Road

- 56 Grit Red Hill Road from Rest Hill Road to Mount Road
- 57 Cross Mount Road to Bracken Lane
- 58 Grit Bracken Lane/Brackenwood Road from Mount Road to Teehey Lane
- 59 Travel to Heath Road / Cross Lane
- 60 Grit Cross Lane from Heath Road to Stanton Road
- 61 Cross into Beechway
- 62 Grit Beechway from Stanton Road to Brimstage Road

**FINISH**

## **Route No. 3 Green**

- 1 Travel to Hoylake Road / Pasture Road roundabout, Moreton Cross, Moreton
- 2 Grit Pasture Road from roundabout to Leasowe Road
- 3 Grit Leasowe Road from Pasture Road to Wallasey Village
- 4 Grit St Johns Road from Wallasey Village to St Georges Road
- 5 Travel to St Georges Road / Perrin Road
- 6 Grit Perrin Road to Wallasey Village
- 7 Grit Leasowe Road from Wallasey Village to Mosslands Drive
- 8 Grit Mosslands Drive to end and return.
- 9 Grit Leasowe Road from Mosslands Drive to Pasture Road
- 10 Return to Leasowe Road / Reeds Lane
- 11 Grit Reeds Lane to Hoylake Road

### **DO NOT GRIT INSIDE STOP LINES OF RAILWAY CROSSING**

- 12 Turn right and grit Hoylake Road from Reeds Lane to Pasture Road
- 13 Return to Fender Lane / Reeds Lane
- 14 Grit Fender Lane, Bidston Bypass eastwards to Bidston Link Road roundabout (Tesco)
- 15 Grit roundabout
- 16 Grit Bidston Link Road northwards to Bidston Moss roundabout
- 17 Grit roundabout and Bidston Link Road southwards to Hoylake Road
- 18 Grit Hoylake Road eastwards to St James Church
- 19 Turn and grit Hoylake Road westwards to Worcester Road
- 20 Grit Worcester Road, Boundary Road to Upper Flaybrick Road
- 21 Grit Upper Flaybrick Road to Tollemache Road
- 22 Travel to Tollemache Road / Upton Road junction
- 23 Grit Upton Road westwards to Boundary Road
- 24 Grit Boundary Road to Upper Flaybrick Road
- 25 Travel to Worcester Road

- 26 Grit Worcester Road to Hoylake Road
- 27 Grit Hoylake Road to Bidston Bypass
- 28 Grit Bidston Bypass, Fender Lane westwards to Reeds Lane
- 29 Travel to Hoylake Road / Danger Lane
- 30 Grit Danger Lane from Hoylake Road to Pasture Avenue
- 31 Grit Pasture Avenue to Pasture Road
- 32 Travel to North Wallasey Approach Road
- 33 Grit North Wallasey Approach Road, Bayswater Road from roundabout to Harrison Drive
- 34 Travel to Harrison Drive / Groveland Road
- 35 Grit Groveland Road, Newport Avenue to Bayswater Road
- 36 Travel to North Wallasey Approach Road
- 37 Grit North Wallasey Approach Road to Bidston Moss roundabout
- 38 Travel to North Wallasey Approach Road / Leasowe slip road
- 39 Grit slip road to Leasowe Road
- 40 Travel to Leasowe Road / Birkenhead slip road
- 41 Grit slip road to North Wallasey Approach Road
- 42 Travel to North Wallasey Approach Road / Wallasey slip road
- 43 Grit slip road to Leasowe Road
- 44 Travel to Leasowe Road / Greenleas Road
- 45 Grit Greenleas Road, Bayswater Road to North Wallasey Approach Road (grit both sides of refuges)
- 46 Travel to Wallasey Village / Green Lane
- 47 Grit Green Lane to Greenleas Road
- 48 Travel to Leasowe Road northside slip road (signed Birkenhead)
- 49 Grit slip road to North Wallasey Approach Road
- 50 Travel to Wallasey Docks Link North
- 51 Grit Wallasey Docks Link North from roundabout to Poulton Bridge Road roundabout
- 52 Grit Dock Road from roundabout to Tower Road roundabout
- 53 Grit Kelvin Road, Wheatland Lane from Dock Road to Poulton Road

- 54 Grit Poulton Road from Wheatland Lane to Mill Lane
- 55 Travel to Poulton Bridge Road roundabout/ Wallasey Docks Link South
- 56 Grit Wallasey Docks Link South to Bidston Link Road
- 57 Travel to Leasowe Road / Gardenside
- 58 Grit Gardenside, Twickenham Drive to Cameron Road
- 59 Grit Cameron Road, Grant Road, Ross Avenue and return to Twickenham Drive
- 60 Grit Twickenham Drive from Cameron Road to Leasowe Recreation Centre Service Road
- 61 Grit Leasowe Recreation Centre Service Road
- 62 Travel to Twickenham Drive
- 63 Grit Twickenham Drive to Castleway South
- 64 Grit Castleway South to Birket Avenue and back to Twickenham Drive
- 65 Grit Castleway North from Twickenham Drive to Leasowe Road and back to Twickenham Drive
- 66 Grit Twickenham Drive to Wakefield Drive
- 67 Grit Wakefield Drive to Leasowe Road
- 68 Travel to Wakefield Drive / Blackheath Drive
- 69 Grit Blackheath Drive to Reeds Lane
- 70 Travel to Reeds Lane / Birket Avenue
- 71 Grit Birket Avenue to end

## **FINISH**

## **Route No. 4 Red**

- 1 Travel to Woodchurch Road / Ackers Road
- 2 Grit Ackers Road to Home Farm Road and back to Woodchurch Road
- 3 Grit Woodchurch Road eastbound from start of dual carriageway to railway bridge, at railway bridge stop gritting and turn around by driving along Woodchurch Road turning right into Prenton Dell Road drive to and turn left into Prenton Village Road drive along Prenton Village Road and turn left into Prenton Hall Road, drive along Prenton Hall Road and turn left into Woodchurch Road
- 4 Return to railway bridge and grit Woodchurch Road from railway bridge to end of dual carriageway stop gritting drive to and turn around at Ackers Road roundabout.
- 5 Grit Woodchurch Road from Ackers Road to bottom of northwest slip road/M53 Interchange and travel to northeast slip road and grit up to Woodchurch Road
- 6 Grit Woodchurch Road, Singleton Avenue / Borough Road to Central Station roundabout
- 7 Grit roundabout and travel to Town Link Viaduct eastbound
- 8 Grit Town Link Viaduct to New Chester Road
- 9 Grit New Chester Road southbound to Green Lane and grit roundabout
- 10 Grit New Chester Road southbound to A41 Bypass and travel round the roundabout
- 11 Grit New Chester Road northbound to Town Link Viaduct
- 12 Grit Town Link Viaduct westbound to Argyle Street (Central Station roundabout)
- 13 Grit Argyle Street from roundabout to Hamilton Square (north side)
- 14 Grit Hamilton Square to Hamilton Street
- 15 Grit Hamilton Street, Chester Street to Bridge Street (not Woodside Ferry)
- 16 Grit Woodside gyratory to Hamilton Street
- 17 Travel to Argyle Street via Sydney street and Sandford Street, to the junction of Hamilton Square/Cleveland Street
- 18 Turn left and grit Argyle Street / Hamilton Square to Bridge Street
- 19 Turn right and grit Bridge Street / Bridge Street to Hamilton Street
- 20 Travel to Chester Street
- 21 Grit Chester Street to New Chester Road / Green Lane roundabout.
- 22 Grit Campbeltown Road from roundabout to A41 Bypass and exit towards Birkenhead
- 23 Grit New Chester Road, Chester Street (Underpass) from Town Link Viaduct to Duncan Street
- 24 Grit Duncan Street to Hamilton Street

- 25 Grit Hamilton Street to Conway Street / Tunnel roundabout
- 26 Travel to Hamilton Street / Hinson Street.
- 27 Grit Hinson Street to Argyle Street
- 28 Grit Argyle Street from Hinson Street to Conway Street roundabout and grit roundabout
- 29 Grit Argyle Street to Central Station roundabout
- 30 Grit Wilbraham Street, Clifton Crescent, Borough Road to Singleton Avenue
- 31 Return to Borough Road / North Road
- 32 Grit North Road to Derby Road
- 33 Cross and grit Elm Road to Church Road
- 34 Travel to Church Road / Downham Road
- 35 Grit Downham Road to Old Chester Road
- 36 Travel to Old Chester Road / Union Street
- 37 Grit Union Street to New Chester Road
- 38 Travel to New Chester Road / Green Lane
- 39 Grit Green Lane (grit both sides of island) to Queen Street and turn left
- 40 Grit Queen Street from Green Lane to Old Chester Road (1st left)
- 41 Grit Old Chester Road from Queen Street to Green Lane
- 42 Travel to Queen Street / Top of Green Lane
- 43 Grit Queen Street, Hinderton Road from Green Lane to Argyle Street South
- 44 Grit Argyle Street South to Clifton Crescent (Central Station)
- 45 Travel to Borough Road / Whetstone Lane and turn left
- 46 Grit Whetstone Lane to Church Road and turn left
- 47 Grit Pearson Road/Argyle Street South to Hinderton Road
- 48 Travel to Whetstone Lane / Derby Road
- 49 Grit Derby Road to Greenway Road
  
- 50 Grit Greenway Road to Mount Road / Everest Road / Bebington Road roundabout
- 51 Travel to Church Road / Well Lane
- 52 Grit Well Lane to Old Chester Road (grit both sides of refuges)



- 53 Cross to St Pauls Road
- 54 Grit St Pauls Road to New Chester Road
- 55 Travel to Greenway Road / Prenton Road East
- 56 Grit Prenton Road East to Borough Road
- 57 Cross and grit Prenton Road West to Storeton Road
- 58 Cross and grit Prenton Lane, Prenton Hall Road to Woodchurch Road
- 59 Travel to Woodchurch Road / Prenton Dell Road
- 60 Grit Prenton Dell Road to Prenton Hall Road
- 61 Travel to Waterpark Road / Storeton Road
- 62 Grit Waterpark Road to Prenton Hall Road
- 63 Travel to Prenton Hall Road / Prenton Village Road
- 64 Grit Prenton Village Road east side from Prenton Hall Road to Prenton Hall Road
- 65 Travel to Prenton Village Road / Bramwell Avenue
- 66 Grit Bramwell Avenue to Glenavon Road
- 67 Grit Glenavon Road to Prenton Hall Road
- 68 Travel to Woodchurch Road / Holm Lane
- 69 Grit Holm Lane to Talbot Road
- 70 Travel to Bidston Road / Budworth Road
- 71 Grit Budworth Road to Wexford Road
- 72 Grit Wexford Road to Bidston Road
- 73 Return to Budworth Road / Wexford Road
- 74 Grit Budworth Road, West Road, Beryl Road to Noctorum Avenue
- 75 Travel to Noctorum Avenue / Upton Road
- 76 Grit Noctorum Avenue, Noctorum Way, Townfield Lane to Bidston Road
- 77 Cross Bidston Road and grit Gerald Road to RAB at Shrewsbury Road.
  
- 78 Travel around RAB and return along Gerald Road to Bidston Road.
- 79 Travel to Wexford Road / Mere Farm Road
- 80 Grit Mere Farm Road to Farndon Way
- 81 Grit Farndon Way to Townfield Lane

- 82 Travel to Noctorum Way / Wethersfield Road
- 83 Grit Wethersfield Road to Budworth Road / West Road
- 84 Travel to West Road / Westway
- 85 Grit Westway to Noctorum Avenue / Noctorum Way
- 86 Travel to Townfield Lane / Shavington Avenue
- 87 Grit Shavington Avenue to Overton Way
- 88 Grit Overton Way to Holm Lane

## **FINISH**

## **Route No. 5 Purple**

- 1 Travel to Upton Road / Warren Drive
- 2 Grit Upton Road eastward to Lymm Road and grit roundabout
- 3 Grit Lymm Road to Broadheath Avenue
- 4 Grit Broadheath Avenue to end. Travel to Proudman Drive and grit Proudman Drive to Denham Close only
- 5 Travel to Lymm Road/Broadheath Avenue and grit Lymm Road to Eleanor Road
- 6 Grit Eleanor Road to Statham Road
- 7 Grit Statham Road to end and return to Upton Road
- 8 Grit Upton Road, Park Road North to Laird Street, Birkenhead
- 9 Grit Park Road North, Conway Street from Laird Street to Hamilton Street / Tunnel Approach roundabout
- 10 Grit roundabout and grit Conway Street to Europa Boulevard
- 11 Grit Europa Boulevard to Price Street
- 12 Grit Europa Boulevard to Conway Street including roundabout on Europa Boulevard
- 13 Travel to Conway Street junction with Clwyd Street
- 14 Grit Clwyd Street and Europa Pools Service Road to Conway Street
- 15 Travel to Borough Road / Whetstone Lane and turn right
- 16 Grit Whetstone Lane, Atherton Street, Exmouth Street, Watson Street, Rendel Street to Tower Road / Canning Street roundabout
- 17 Turn right and grit Canning Street to Hamilton Street
- 18 Travel around circulatory to Canning Street and grit access slip from Hamilton Street
- 19 Travel to Canning Street / Shore Road
- 20 Grit Shore Road (including both sides of refuges and building at Hamilton Street end)
- 21 Travel to Canning Street, junction Argyle Street
- 22 Grit Argyle Street from Canning Street to Bridge Street
- 23 Travel to Cleveland Street / Argyle Street
- 24 Grit Cleveland Street to Corporation Road / Cavendish Street roundabout
- 25 Travel to start of Beaufort Road
- 26 Grit Beaufort Road to Stanley Road / Wallasey Bridge Road roundabout and grit roundabout exiting to Wallasey

- 27 Grit Wallasey Bridge Road to Docks Link roundabout and return to Beaufort Road roundabout
- 28 Grit Stanley Road to St James Church / Laird Street
- 29 Grit Laird Street, Park Road North to Cavendish Street
- 30 Travel to Park Road North / Duke Street
- 31 Grit Duke Street to Dock Road (grit slip roads)
- 32 Travel to Dock Road / Tower Road roundabout
- 33 Grit Tower Road to Rendel Street and grit roundabout
- 34 Travel to Rendel Street / Corporation Road
- 35 Grit Corporation Road to St James Church
- 36 Travel to Upton Road / Boundary Road and turn left
- 37 Grit Boundary Road, Bidston Road, Talbot Road, Mill Hill, Ingestre Road, Storeton Road to Woodchurch Road
- 38 Travel to Woodchurch Road / Singleton Avenue lights
- 39 Grit Woodchurch Road, Oxton Road from lane separation to Grange Road West / Whetstone Lane
- 40 Travel to Claughton Road / Exmouth Street and turn right
- 41 Grit Claughton Road to Hemingford Street and return to Exmouth Street
- 42 Grit Claughton Road, Park Road South, Park Road West to Park Road North and turn around
- 43 Grit Park Road West to Park Road South / Palm Grove
- 44 Travel to Park Road North / Ashville Road
- 45 Grit Ashville Road (both sides of any refuges) to Park Road West
- 46 Exit to St Davids Road
- 47 Grit St Davids Road to Egerton Road / Forest Road roundabout and grit roundabout
- 48 Travel to Shrewsbury Road / Tollemache Road and turn to Claughton
- 49 Grit Shrewsbury Road to Upton Road
- 50 Travel to Upton Road / Tollemache Road
- 51 Grit Tollemache Road northwards to St James Road and turn around
- 52 Grit Tollemache Road, Egerton Road to Park Road West
- 53 Travel to Park Road South / Slatey Road
- 54 Grit Slatey Road to Christchurch Road
- 55 Grit Christchurch Road to Rose Mount

- 56 Grit Rose Mount to Ingestre Road
- 57 Travel to Christchurch Road / Palm Hill
- 58 Grit Palm Hill to Shrewsbury Road / Balls Road
- 59 Travel to Shrewsbury Road / Columbia Road
- 60 Grit Columbia Road to Village Road
- 61 Travel to Slatey Road / Devonshire Road
- 62 Grit Devonshire Road westwards, Devonshire Place, Manor Hill to St David Road roundabout
- 63 Travel to Forest Road / St David Road roundabout
- 64 Grit Forest Road southward to Howbeck Road
- 65 Grit Howbeck Road to Bidston Road
- 66 Travel to Bidston Road / Ashburton Road
- 67 Grit Ashburton Road to Tollemache Road
- 68 Travel to Tollemache Road / Shrewsbury Road
- 69 Grit Shrewsbury Road, Balls Road, Balls Road East to Borough Road
- 70 Travel to Borough Road / Salisbury Street
- 71 Grit Salisbury Street to Whetstone Lane
- 72 Travel to Whetstone Lane / Grange Road West
- 73 Grit Grange Road West to Cole Street
- 74 Grit Cole Street to Claughton Road
- 75 Return to Grange Road West via Eastbourne Road and turn left
- 76 Grit Grange Road West left filter onto Whetstone Lane / Exmouth Street
- 77 Travel to Claughton Road / Park Road East
- 78 Grit Park Road East, Vittoria Street to Corporation Road
- 79 Travel to Cleveland Street / Park Street
- 80 Grit Park Street, Freeman Street to Rendel Street
- 81 Travel to Cleveland Street / Old Bidston Road
- 82 Grit Old Bidston Road to Cavendish Street / Brassey Street including cul-de-sac section
- 83 Travel to Brassey Street, junction of Cavendish Street
- 84 Grit Brassey Street to Laird Street including both sides of islands

- 85 Travel to Boundary Road / Vyner Road South
  - 86 Grit Vyner Road South to Upton Road
  - 87 Grit Vyner Road North to Boundary Road
  - 88 Grit Boundary Road to Bidston Village Road
  - 89 Grit Bidston Village Road to Hoylake Road
  - 90 Grit Valley Road to end
  - 91 Return to Bidston Village Road / Boundary Road
  - 92 Grit Bidston Village Road to Fender Way
  - 93 Grit Fender Way, Warren Drive to Upton Road including both sides of islands
  - 94 Travel to Upton Bypass / Manor Drive and turn right
  - 95 Grit Manor Drive to Norwich Drive
  - 96 Grit whole of Norwich Drive loop and return to Manor Drive
  - 97 Grit Manor Drive, Sandbrook Lane to Cherry Tree Road
  - 98 Grit Cherry Tree Road to Chapelhill Road
  - 99 Grit Chapelhill Road to Stavordale Road and turn right
  - 100 Grit Stavordale Road to Hoylake Road
  - 101 Travel to Hoylake Road / Sandbrook Lane
  - 102 Grit Sandbrook Lane to Cherry Tree Road
  - 103 Travel to Sandbrook Lane / Croft Drive
  - 104 Grit Croft Drive to Upton Road
  - 105 Travel to Hoylake Road / Sandbrook Lane
  - 106 Grit Sandbrook Lane filter to end of island
  - 107 Travel to Glebelands Road
  - 108 Grit Glebelands Road to Upton Road
- FINISH**

## **Route No. 6 Yellow**

- 1 Travel to Birkenhead Road / Dock Road

- 2 Grit Birkenhead Road to Church Road
- 3 Grit Church Road to St Pauls Road and return via Church Crescent to roundabout at Victoria Place
- 4 Travel to Church Road, junction of St Pauls Road
- 5 Grit Church Road, Brighton Street, King Street, Seabank Road, Rowson Street, to Kings Parade / Marine Promenade
- 6 Grit Marine Promenade to end and return
- 7 Grit Kings Parade to Atherton Street
- 8 Grit Atherton Street to St Georges Mount
- 9 Travel to Kings Parade promenade / Portland Street
- 10 Grit Portland Street to Albion Street
- 11 Grit Albion Street to Rowson Street
- 12 Travel to Rowson Street / Victoria Road
- 13 Grit Victoria Road to roundabout and return
- 14 Travel to Kings Parade / Atherton Street
- 15 Grit Kings Parade, Harrison Drive to junction Bayswater Road and turn around (NB Grit all roundabouts)
- 16 Grit Harrison Drive, Kings Parade to Marine Promenade / Rowson Street
- 17 Travel to Rowson Street / Victoria Road
- 18 Grit Victoria Road, Warren Drive to Grove Road and grit roundabout
- 19 Grit Grove Road to Harrison Drive
- 20 Grit Harrison Drive to Bayswater Road
- 21 Travel to Harrison Drive / Grove Road
- 22 Grit Wallasey Village to Breck Road / St Hilary Brow roundabout and turn left
- 23 Grit St Hilary Brow, Wallasey Road, Liscard Village to Liscard Crescent
- 24 Grit Liscard Crescent to Mill Lane
- 25 Grit Mill Lane to St Albans Road
- 26 Grit St Albans Road to Wallasey Road
- 27 Travel to Liscard Crescent and grit bus layby
- 28 Travel to Mill Lane / St Albans Road
- 29 Grit Mill Lane to Victoria Hospital

- 30 Grit Hospital Road
- 31 Grit Mill Lane, Poulton Bridge Road to Dock Road
- 32 Grit roundabout
- 33 Grit Poulton Bridge Road to Breck Road
- 34 Grit Breck Road to St Hilary Brow
- 35 Travel to Wallasey Village / Sandy Lane
- 36 Grit Sandy Lane to Claremount Road
- 37 Grit Claremount Road to St Hilary Brow
- 38 Travel to Claremount Road / Broadway Avenue
- 39 Grit Broadway Avenue to Belvidere Road
- 40 Travel to Claremount Road / Broadway
- 41 Grit Broadway, St Georges Road to Sandy Lane
- 42 Travel to Sandy Lane / Claremount Road
- 43 Grit Claremount Road to Grove Road
- 44 Travel to Grove Road / Rolleston Drive lights and turn right
- 45 Grit Rolleston Drive, Belvidere Road, Torrington Road, Marlowe Road, Woodstock Road, Oxtan Road, Gorsey Lane to roundabout
- 46 Grit roundabout and northbound slip and return to roundabout
- 47 Grit Gorsey Lane to Dock Road and back up to roundabout
- 48 Travel to Dock Road / Oakdale Road
- 49 Grit Oakdale Road to Vernon Avenue
- 50 Grit Vernon Avenue to Wheatland Lane
- 51 Travel to Wheatland Lane / St Pauls Road
- 52 Grit St Pauls Road to Church Road
- 53 Travel to Brighton Street / Borough Road
- 54 Grit Borough Road to Poulton Road
- 55 Grit Liscard Road to Brougham Road
- 56 Grit Brougham Road to Brighton Street
- 57 Travel to Poulton Road
- 58 Grit Poulton Road to Mainwaring Road



- 59 Grit Mainwaring Road to Liscard Road
- 60 Grit Liscard Road to Mill Lane
- 61 Travel to Liscard Village / Liscard Crescent lights
- 62 Grit Liscard Village, Rake Lane, Rowson Street to Seabank Road
- 63 Travel to Albion Street / Dudley Road
- 64 Grit Dudley Road to Hamilton Road and turn right
- 65 Grit Hamilton Road to Mount Road and turn left
- 66 Grit Mount Road, Kirkway, Earlston Road, Penkett Road to Steele Avenue
- 67 Grit Steel Avenue to Seabank Road
- 68 Travel to the junction of Magazine Lane (West) Seabank Road
- 69 Grit Magazine Lane between Seabank Road and Rowson Street
- 70 Cross to Mount Pleasant Road and grit to Hose Side Road
- 71 Grit Hose Side Road, to Warren Drive roundabout
- 72 Travel to Hose Side Road / Seaview Road
- 73 Grit Seaview Road to Earlston Road
- 74 Grit Earlston Road to Kirkway
- 75 Return to Seaview Road / Earlston Road
- 76 Grit Seaview Road to Wallasey Road / Liscard Village
- 77 Travel to Liscard Village / Manor Road
- 78 Grit Manor Road to Seabank Road
- 79 Travel to Seabank Road / Trafalgar Road
- 80 Grit Trafalgar Road to Stringhey Road
- 81 Grit Stringhey Road, Penkett Road to Zig Zag Road / Steele Avenue
- 82 Grit Zig Zag Road to Rake Lane and return to Withens Lane
- 83 Grit Withens Lane to Martins Lane / Serpentine Road
- 84 Grit Serpentine Road to Liscard Road
- 85 Travel to Liscard Road / Martins Lane
- 86 Grit Martins Lane to Withens Lane (grit both sides of island)
- 87 Travel to Manor Road / Grosvenor Street
- 88 Grit Grosvenor Street to Martins Lane

- 89 Travel to Trafalgar Road / Serpentine Road
- 90 Grit Trafalgar Road to Stringhey Road
- 91 Travel to Church Street / Brighton Street
- 92 Grit Church Street to Liscard Road (grit both sides of island) and turn left
- 93 Turn 1st right to Parkside
- 94 Grit Parkside, Hampstead Road to Poulton Road
- 95 Travel to Poulton Road / Brentwood Street / Rycroft Road
- 96 Grit Rycroft Road to Gorsedale Road and turn left
- 97 Grit Gorsedale Road to Oakdale Road
- 98 Grit Oakdale Road to Vernon Avenue

**FINISH**

## **Route No. 7 Lime**

- 1 Travel to Moreton Road / Royden Road, Upton
- 2 Grit Royden Road to Upton Bypass and travel to Upton Bypass / Greasby Road roundabout
- 3 Grit Greasby Road, Frankby Road, Black Horse Hill to Column Road
- 4 Travel to Grange Road / Dee Lane
- 5 Grit Dee Lane to end and return to Dee Lane / Banks Road
- 6 Grit Banks Road to Sandy Lane
- 7 Grit Sandy Lane to Village Road / Caldy Road
- 8 Grit Village Road to St Bridgets Lane
- 9 Grit St Bridgets Lane / Ludlow Drive to Sandy Lane
- 10 Travel to Village Road / Caldy Road
- 11 Grit Caldy Road to Column Road / Montgomery Hill roundabout
- 12 Grit Montgomery Hill to Hillbark Road and turn left
- 13 Grit Hillbark Road to Frankby Road
- 14 Travel to Frankby Road / Greasby Road lights
- 15 Grit Greasby Road southwards to Arrowe Road
- 16 Grit Arrowe Road to Rigby Drive
- 17 Grit Rigby Drive to school and return
- 18 Grit Arrowe Road, Arrowe Brook Road to Arrowe Park Road and turn
- 19 Grit Arrowe Brook Road to Arrowe Brook Lane
- 20 Grit Arrowe Brook Lane to Mill Hill Road roundabout
- 21 Grit Mill Hill Road to Thingwall Road
- 22 Travel to Thurstaston Road / Manor Road, Irby
- 23 Grit Manor Road to Mill Hill Road
- 24 Travel to Mill Hill Road / Mill Lane
- 25 Grit Mill Lane to Greasby Road
- 26 Travel to Greasby Road / Well Lane
- 27 Grit Well Lane to Frankby Road roundabout and grit roundabout
- 28 Travel to Mill Hill Road / Hillbark Road

- 29 Grit Hillbark Road to Montgomery Hill
- 30 Travel to Column Road / Grange Cross Lane
- 31 Grit Grange Cross Lane to Newton Park Road
- 32 Cross to Ennisdale Drive
- 33 Grit Ennisdale Drive to Black Horse Hill
- 34 Travel to Saughall Massie Road/China Farm lane
- 35 Grit China Farm lane to Frankby Road
- 36 Travel to Frankby Road / Newton Cross Lane
- 37 Grit Newton Cross Lane to Newton Park Road
- 38 Grit Newton Park Road, Grammar School Lane to Column Road and turn right
- 39 Travel to Column Road / Village Road
- 40 Grit Village Road to St Bridgets Lane
- 41 Travel to Sandy Lane / Hilbre Road
- 42 Grit Hilbre Road, Westbourne Road to Grange Road
- 43 Travel to Grange Road / Bridge Road
- 44 Grit Bridge Road to Anglesey Road / Orrysdale Road
- 45 Grit Anglesey Road, Greenbank Road to Saughall Massie Road / Black Horse Hill
- 46 Grit Saughall Massie Road to end of bypass and turn left to Saughall Road
- 47 Grit Saughall Road to Hoylake Road
- 48 Cross to Millhouse Lane and grit to 1st Town Meadow Lane junction on right hand side
- 49 Grit Town Meadow Lane to Millhouse Lane and turn left
- 50 Grit Millhouse Lane to Town Meadow Lane junction
- 51 Travel to Birkenhead Road / Heron Road roundabout and grit roundabout
- 52 Grit Heron Road, Pump Lane to Frankby Road
- 53 Travel to Greasby Road / Arrowe Road and turn right
- 54 Grit Greasby Road to Frankby Road
- 55 Travel to Saughall Massie Road via Greasby Road, Upton Bypass
- 56 Grit Saughall Massie Road from Upton Bypass to Saughall Massie Bypass
- 57 Turn 1st right to West Kirby Road and grit to Saughall Road
- 58 Travel to Saughall Road / Acton Lane

- 59 Grit Acton Lane to Hoylake Road
- 60 Cross to Bermuda Road and grit to Town Meadow Lane and turn right
- 61 Grit Town Meadow Lane to Edge Hill Road
- 62 Grit Edge Hill Road to Bermuda Road
- 63 Travel to Bermuda Road / Town Meadow Lane and turn left
- 64 Grit Town Meadow Lane to Mill House Lane and turn around
- 65 Travel to Maryland Lane
- 66 Grit Maryland Lane to Pasture Road
- 67 Travel to Hoylake Road / Borrowdale Road
- 68 Grit Borrowdale Road, Overchurch Road to Saughall Massie Road
- 69 Travel to Upton Bypass / Old Greasby Road roundabout
- 70 Grit Old Greasby Road to Moreton Road
- 71 Grit The Village, Ford Road to Manor Drive
- 72 Travel to Ford Road / Salacre Lane
- 73 Grit Salacre Lane to Upton Bypass
- 74 Cross to Houghton Road
- 75 Grit Houghton Road to end
- 76 Travel to Meadow Crescent / Pool Lane
- 77 Grit Pool Lane to Arrowe Park Road
- 78 Return to Pool Lane / Meadow Crescent
- 79 Grit Meadow Crescent to Church Lane
- 80 Grit Church Lane to Arrowe Park Road traffic lights
- 81 Travel to Home Farm Road, junction Church Lane
- 82 Grit Home Farm Road to New Hey Road
- 83 Grit New Hey Road to Houghton Road
  
- 84 Travel to Houghton Road / Pemberton Road
- 85 Grit Pemberton Road to Home Farm Road
- 86 Travel to New Hey Road / Carr Bridge Road

**FINISH**

## **Route No. 8 Orange**

- 1 Travel to New Chester Road / St Pauls Road
- 2 Grit New Chester Road from Bypass roundabout to Bolton Road roundabout, New Ferry and grit exit to Bolton Road
- 3 Grit Bolton Road to Greendale Road and turn left
- 4 Grit Greendale Road to Wood Street
- 5 Grit Wood Street to The Ginnel
- 6 Grit The Ginnel to Bolton Road
- 7 Travel to Bolton Road / Greendale Road and turn left and right to Ellens Lane **BRIDGE LOCATED IN ELLENS LANE**
- 8 Grit Ellens Lane to Bromborough Road and turn left **BRIDGE LOCATED IN ELLENS LANE**
- 9 Grit Bromborough Road to Spital Road roundabout and turn right **BRIDGE LOCATED IN BROMBOROUGH ROAD**
- 10 Travel to Dibbins Hey / Poulton Road, Spital
- 11 Grit Dibbins Hey to second junction Venables Drive
- 12 Grit Venables Drive to Dibbins Hey
- 13 Travel to Warren Hey junction Venables Drive
- 14 Grit Warren Hey to Poulton Road
- 15 Grit Poulton Royd Drive to Poulton Road
- 16 Travel to Spital Road / Church Road
- 17 Grit Church Road, The Village to Civic Way
- 18 Grit Civic Way to Church Road and turn left and 1st right to The Wiend
- 19 Grit The Wiend to Bromborough Road and turn left
- 20 Grit Bromborough Road to The Village and turn right
- 21 Grit The Village, Bebington Road to Old Chester Road / Bebington station
- 22 Grit Old Chester Road including The Oval one-way road and the Oval sports centre car park to Grove Road, Rock Ferry
- 23 Grit Grove Road to Bedford Road
- 24 Travel to Bedford Road / Highfield Road
- 25 Grit Highfield Road to Rock Lane West
- 26 Travel to Old Chester Road / Grove Road

- 27 Grit Old Chester Road, Queen Street, to Holt Hill
- 28 Grit Holt Hill to Pearson Road and turn left
- 29 Grit Church Road, Bebington Road, Old Chester Road to Bebington station lights and turn right
- 30 Travel to The Village / Heath Road
- 31 Grit Heath Road, Teehey Lane, Kings Road, Borough Road to Singleton Avenue
- 32 Travel to Church Road / Mount Road / Bebington Road roundabout
- 33 Grit Mount Road, The Wiend to Borough Road
- 34 Cross to Thornton Road
- 35 Grit Thornton Road to Mount Road and turn right
- 36 Travel to Mount Road / Storeton Road lights and turn right
- 37 Grit Mount Road, Bedford Drive to Bedford Avenue roundabout and turn right
- 38 Travel to next right and grit Hesketh Avenue to Borough Road
- 39 Travel to Bebington Road / Bedford Drive roundabout and exit to Bedford Avenue
- 40 Grit Bedford Avenue, Bedford Road to Mersey Lane South
- 41 Grit Mersey Lane South to Rock Lane East
- 42 Grit Rock Lane East to New Chester Road
- 43 Turn right on to New Chester Road and travel to junction with Bedford Road
- 44 Travel along Bedford Road to junction with Old Chester Road and turn left.
- 44 Travel along Old Chester Road to junction of Old Chester Road / Highfield South
- 45 Grit Highfield South to Rock Lane West and turn left
- 46 Travel to Kings Lane traffic lights
- 47 Grit Kings Lane, Broadway to Mount Road and turn left
- 48 Travel to Mount Road / Village Road
- 49 Grit Village Road to Kings Road and turn left
- 50 Travel to Town Lane
- 51 Grit Town Lane to Old Chester Road and turn right
- 52 Travel to Old Chester Road / Bebington Road lights and turn left



- 53 Grit Bebington Road to Boundary Road
- 54 Grit Boundary Road to New Chester Road and turn left
- 55 Travel to New Chester Road / New Ferry Road
- 56 Grit New Ferry Road to Shorefields
- 57 Grit Shorefields and return to New Ferry Road
- 58 Grit New Ferry Road to The Dell
- 59 Grit The Dell to Proctor Road
- 60 Grit Proctor Road to New Chester Road
- 61 Travel to Bromborough Road / Quarry Road East, Bebington
- 62 Grit Quarry Road East to Church Road
- 63 Travel to Church Road / Stanton Road
- 64 Grit Stanton Road to Peter Prices Lane
- 65 Grit Peter Prices Lane to Brackenwood Road
- 66 Grit Brackenwood Road to Mount Road and return to Peter Prices Lane junction
- 67 Grit Brackenwood Road to Bracken Lane
- 68 Travel to Heath Road / Pulford Road
- 69 Grit Pulford Road / Higher Bebington Road to Teehey Lane
- 70 Travel to Woodchurch Road / Singleton Avenue
- 71 Grit Woodchurch Road to railway bridge

**FINISH**

## **Route No. 9 Pink**

- 1 Travel to Arrowe Park Road / Thingwall Road East roundabout
- 2 Grit Thingwall Road East, Pensby Road to Telegraph Road
- 3 Cross and grit The Mount to Dawstone Road
- 4 Grit Dawstone Road, Well Lane to Telegraph Road
- 5 Travel to Dawstone Road / Baskervyle Road
- 6 Grit Baskervyle Road to Gayton Road and turn left
- 7 Grit Gayton Road to Cottage Lane
- 8 Grit Cottage Lane to Lilleyfield
- 9 Grit Lilleyfield to Long Meadow
- 10 Grit Long Meadow to Cottage Lane
- 11 Travel to Well Lane / Gayton Road
- 12 Grit Well Lane to Gayton Lane
- 13 Grit Gayton Lane to Dee Park Road
- 14 Grit Dee Park Road, Latchford Road to Gayton Parkway
- 15 Grit Gayton Parkway to Boathouse Lane
- 16 Travel to Chester Road / Gayton Lane
- 17 Grit Gayton Lane to Dee Park Road
- 18 Travel to Gayton Lane / Well Lane
- 19 Grit Well Lane to Dawstone Road
- 20 Travel to Gayton Road / Baskervyle Road
- 21 Grit Gayton Road to Station Road / Wallrake
- 22 Grit Station Road to end and return
- 23 Grit Wallrake to Dawstone Road and travel to Dawstone Road / Hillside Road
- 24 Grit Hillside Road to Telegraph Road
- 25 Travel to Gayton Road / Village Road
- 26 Grit Village Road, Thurstaston Road to Telegraph Road and turn right
- 27 Travel Telegraph Road and turn left into Poll Hill Road

- 28 Grit Poll Hill Road to end
- 29 Turn left onto Pensby Road and travel Pensby Road to junction with Irby Road
- 30 Turn left into Irby Road and travel along Irby Road turning left into Quarry Road East
- 31 Grit Quarry Road East then cross Telegraph Road into Quarry Road West
- 32 Grit Quarry Road West to Oldfield Road and turn right
- 33 Grit Oldfield Road to Oldfield Drive
- 34 Return to Oldfield Road / Quarry Road West
- 35 Grit Oldfield Road to Thurstaston Road
- 36 Travel to Thurstaston Road / Delavor Road
- 37 Grit Delavor Road to Broad Lane
- 38 Grit Broad Lane to Banks Road
- 39 Grit Banks Road to end
- 40 Travel to Delavor Road / Pipers Lane
- 41 Grit Pipers Lane to Redstone Drive
- 42 Grit Redstone Drive to Oldfield Drive
- 43 Travel to Thurstaston Road / Dee View Road
- 44 Grit Dee View Road to Dawstone Road / Rocky Lane
- 45 Grit Rocky Lane to Telegraph Road cross Telegraph Road to Downham Road South
- 46 Grit Downham Road South to Milner Road
- 47 Grit Milner Road to Barnston Road
- 48 Return to Milner Road / Whitfield Lane
- 49 Grit Whitfield Lane to Pensby Road
- 50 Travel to Pensby Road / Irby Road
- 51 Grit Irby Road, Thurstaston Road to Telegraph Road
- 52 Cross and grit Station Road to end and return to Church Lane
- 53 Grit Church Lane to Telegraph Road
- 54 Travel to Thurstaston Road / Thingwall Road
- 55 Grit Thingwall Road / Thingwall Road East to Pensby Road
- 56 Travel to Barnston Road / Sparks Lane
- 57 Grit Sparks Lane to Pensby Road

- 58 Travel to Pensby Road / Whaley Lane
- 59 Grit Whaley Lane to Thingwall Road
- 60 Travel to Pensby Road / Fishers Lane
- 61 Grit Fishers Lane to Irby Road and turn left
- 62 Travel to Irby Road / Kylemore Drive
- 63 Grit Kylemore Drive to Nelson Drive
- 64 Grit Nelson Drive to Fishers Lane
- 65 Travel to Fishers Lane / Kentmere Drive
- 66 Grit Kentmere Drive to Old Wood Road and turn right
- 67 Grit Old Wood Road to Portal Road
- 68 Grit Portal Road to Nelson Drive and turn left
- 69 Travel to Nelson Drive / Kylemore Drive and turn left
- 70 Grit Kylemore Drive to Old Wood Road and turn left
- 71 Grit Old Wood Road to Fishers Lane
- 72 Return to Kylemore Drive / Old Wood Road
- 73 Grit Kylemore Drive to Pensby Road
- 74 Travel to Ridgewood Drive / Pensby Road
- 75 Grit Ridgewood Drive to Fishers Lane
- 76 Travel to Pensby Road / Gills Lane
- 77 Grit Gills Lane to Barnston Road

**FINISH**

## **Route No. 10 Blue**

- 1 Travel to Brimstage Road / Clatterbridge Road roundabout
- 2 Grit Brimstage Road, Spital Road from roundabout to Croft Avenue East and turn left  
Grit Croft Avenue East to New Chester Road and turn left
- 3 Travel to Mill Road / New Chester Road, turn left and grit Mill Road to Spital Road
- 4 Travel to Caldbeck Road
- 5 Grit Caldbeck Road to Stadium Road and turn around
- 6 Travel to Welton Road, turn right at the junction nearest to New Chester Road
- 7 Grit Welton Road, loop back to Caldbeck Road and grit to New Chester Road
- 8 Travel to Croft Avenue East / Spital Road and turn left
- 9 Grit Spital Road to Mark Rake
- 10 Grit Mark Rake to The Rake
- 11 Grit The Rake to Ecclestone Avenue
- 12 Grit Ecclestone Avenue to Palatine Road
- 13 Grit Palatine Road to Mark Rake
- 14 Travel to Spital Road / Croft Avenue
- 15 Grit Croft Avenue to Croft Lane
- 16 Grit Croft Lane to Mark Rake
- 17 Travel to The Rake / Ashfield Road
- 18 Grit Ashfield Road to Acre Lane
- 19 Grit Acre Lane to Beechwood Road
- 20 Grit Beechwood Road to The Rake
- 21 Grit The Rake from Mark Rake / Valley Road to Bromborough Village Road (grit both sides of monument) and return to The Rake / Allport Lane (2nd left)
- 22 Grit Allport Lane to shops (1st left)
- 23 Grit Allport Lane shops (both sides of refuges) to The Rake
- 24 Travel to Allport Lane (shops) junction
- 25 Grit Allport Lane to Acre Lane
- 26 Grit Acre Lane to Dawpool Drive
- 27 Grit Dawpool Drive to Allport Road

- 28 Grit Allport Road, Raby Hall Road, Raby Mere Road to Willaston Road
- 29 Travel to Allport Road / Dibbinsdale Road
- 30 Grit Dibbinsdale Road, Poulton Road to Poulton Hall Road
- 31 Travel to Poulton Hall Road/Thornton Common Road
- 32 Grit Poulton Hall Road/Blakeley Road to Raby Hall Road
- 33 Travel to Allport Road / Dawpool Drive
- 34 Grit Allport Road to New Chester Road and turn left
- 35 Travel to New Chester Road / Bromborough Village Road
- 36 Grit Bromborough Village Road to Mark Rake
- 37 Travel to Allport Lane / Acre Lane
- 38 Grit Allport Lane to Allport Road
- 39 Cross to Bridle Road
- 40 Grit Bridle Road to New Chester Road and turn right
- 41 Travel to M53 junction 5 Hooton and exit to North Road, Eastham
- 42 Grit North Road to Bankfields Drive
- 43 Grit Bankfields Drive to Powerhouse Road
- 44 Travel to New Chester Road / Eastham Village Road (southern end)
- 45 Grit Eastham Village Road to New Chester Road and turn left
- 46 Travel to New Chester Road / Stanley Lane
- 47 Grit Stanley Lane to Eastham Village Road
- 48 Travel to Eastham Village Road / Rivacre Road
- 49 Grit Rivacre Road to boundary (face of motorway flyover)
- 50 Travel to Eastham Village Road / Ferry Road
- 51 Grit Ferry Road to end including access road to Visitor Centre and Country Park car park
- 52 Travel to Eastham Village Road / New Chester Road and turn right
- 53 Travel via Heygarth Road, Bridle Road to Allport Road / New Chester Road and turn right
- 54 Travel to New Chester Road / Eastham Village Road

- 55 Grit left hand slip to Eastham Village Road and travel to New Chester Road / Eastham Rake
- 56 Grit Eastham Rake to motorway bridge face and travel to Brookhurst Avenue
- 57 Grit Brookhurst Avenue to Allport Road and turn right
- 58 Travel to Allport Road / Plymyard Avenue
- 59 Grit Plymyard Avenue to Eastham Rake
- 60 Travel to Eastham Rake / Mill Park Drive (western end)
- 61 Grit Mill Park Drive to Eastham Rake
- 62 Travel to Plymyard Avenue / Lyndale Avenue
- 63 Grit Lyndale Avenue to Bridle Road
- 64 Travel to New Chester Road / Heygarth Road
- 65 Grit Heygarth Road to Plymyard Avenue
- 66 Travel to Allport Road / Morland Avenue
- 67 Grit Morland Road to Raeburn Avenue
- 68 Grit Raeburn Avenue to Heygarth Road
- 69 Travel to New Chester Road / Old Hall Road
- 70 Grit Old Hall Road to Stadium Road
- 71 Grit Stadium Road to Thermal Road
- 72 Grit Thermal Road to Dock Road South and turn right
- 73 Grit Dock Road South to end and travel to Thermal Road
- 74 Grit Dock Road South to Port Causeway
- 75 Grit Port Causeway to Thermal Road end
- 76 Travel to Dock Road South / Port Causeway
- 77 Grit Port Causeway to New Chester Road
- 78 Travel to New Chester Road / Pool Lane
- 79 Grit Pool Lane to South View
- 80 Travel to Old Court House Road / Pool Lane
- 81 Grit Old Court House Road to Thermal Road
- 82 Travel to Riverwood Road

- 83 Grit Riverwood Road to Riverview Road
- 84 Grit Riverview Road to Commercial Road
- 85 Grit Commercial Road to Riverbank Road
- 86 Grit Riverbank Road to Thermal Road
- 87 Travel to Stadium Road / Commercial Road
- 88 Grit Commercial Road to Riverview Road
- 89 Turn and grit other side of island at junction of Stadium Road
- 90 Travel to Plantation Road / Riverview Road
- 91 Grit Plantation Road to Stadium Road / Old Hall Road
- 92 Travel to Plantation Road / Power Road
- 93 Grit Power Road to Riverwood Road

**FINISH**



## **Mini Gritter Route 1**

- 1 Travel to Woodchurch Road / Holmlands Drive, Prenton
- 2 Grit Holmlands Drive and Christleton Close to end
- 3 Return to junction Holmlands Drive / Christleton Close
- 4 Grit Holmlands Drive to Prestbury Avenue
- 5 Travel to Holmlands Drive / Holmlands Way
- 6 Grit Holmlands Way to Oulton Close
- 7 Return to Holmlands Drive / Prestbury Avenue
- 8 Grit Prestbury Avenue from Holmlands Drive to Holmlands Drive
- 9 Travel to Waterpark Road / Northwood Drive, Prenton
- 10 Grit Northwood Road to Prenton Village Road
- 11 Travel to Storeton Road / Fairview Road, Oxton
- 12 Grit Fairview Road to Bennetts Hill

## **Mini Gritter Route 2**

- 1 Travel to Mount Road / Mill Road, Bebington
- 2 Grit Mill Road to Village Road
- 3 Travel to Kings Road / Well Lane
- 4 Grit Well Lane to Mill Road
- 5 Travel to Mill Road / Linkside
- 6 Grit Linkside to Kings Road
- 7 Travel to Kings Road / Princes Boulevard
- 8 Grit Princes Boulevard to Kings Lane
- 9 Travel to Old Chester Road / Bedford Road
- 10 Travel New Chester Road / Rock Lane West
- 11 Grit Rock Lane West to Victoria Drive
- 12 Turn left into Victoria Drive **[avoiding 3T weight restriction on Bridge]**
- 13 Travel to Dock Road South to junction with the Biffa Depot
- 14 Grit Biffa Depot service road
- 15 Travel to Mill Park Drive / Crosthwaite Avenue, Eastham
- 16 Grit Crosthwaite Avenue to end and turn right
- 17 Grit Thornleigh Avenue to Mill Park Drive

### **Mini Gritter Route 3**

- 1 Travel to Thurstaston Road / School Lane, Thurstaston
- 2 Grit School Lane to end
- 3 Travel M53 to junction 2, Moreton
- 4 Grit motorway from bottom of exit slip road to Upton Bypass roundabout
- 5 Travel around roundabout and exit to motorway
- 6 Grit from roundabout to bottom of entrance slip road
- 7 Travel to Beechwood Drive, Beechwood
- 8 Grit Beechwood Drive to end
- 9 Travel to Worcester Road / Observatory Road, Bidston
- 10 Grit Observatory Road to Boundary Road
- 11 Travel to Bidston Avenue
- 12 Grit Bidston Avenue from Tollemache Road to Norman Street / Park Road North
- 13 Travel to Shrewsbury Road / St Aidens Terrace
- 14 Grit St Aidens Terrace to roundabout

### **Mini Gritter Route 4**

- 1 Travel to Seabank Road / Holland Road
- 2 Grit Holland Road, Magazine Brow and Magazine Lane (East side only)
- 3 Travel to Seabank Road / Vaughan Road
- 4 Grit Vaughan Road to end and travel to Vaughan Road / Maitland Road
- 5 Grit Maitland Road to Dalmorton Road
- 6 Travel to Dalmorton Road / Tower Promenade, New Brighton
- 7 Grit Dalmorton Road to end
- 8 Travel to Sandringham Drive
- 9 Grit Sandringham Drive to Gorsehill Road
- 10 Grit Gorsehill Road to Mount Road
- 11 Travel to Virginia Road / Waterloo Road
- 12 Grit Waterloo Road to Victoria Parade
- 13 Travel to Greenleas Road / Greenleas Close
- 14 Grit Greenleas Close outside school

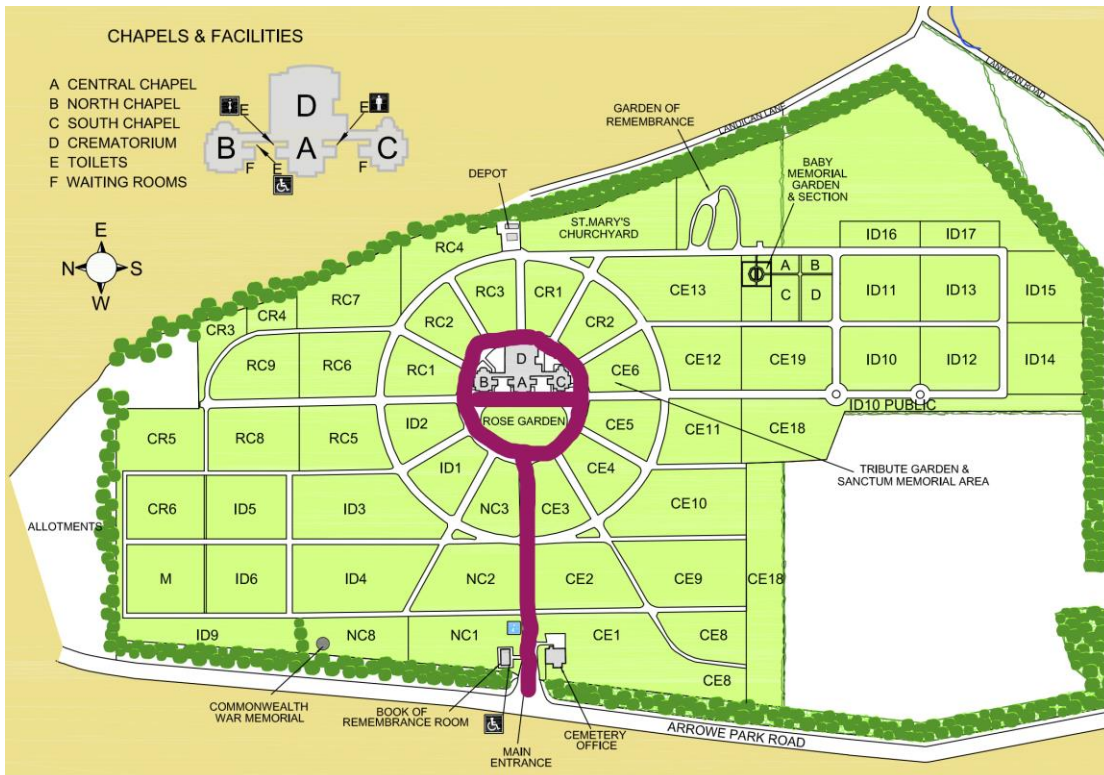
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### **PLEASE NOTE**

Landican Cemetry to be gritted using Mini Gritter. See Map below

Gritting routes are recorded on Wirral Maps - Mapinfo

# Landican Cemetery – Route in red



## **Appendix 2 - Driven Inspection Routes**

When deemed necessary by the Winter Decision Maker an instruction will be given, to the Senior Winter Supervisor and the two Winter Supervisors, to carry out Driven Inspections to ascertain the surface conditions of various roads in order to determine whether gritting vehicles need to be dispatched.

### **Driven Inspection - Route 1**

Tower Road  
Chester Street (Town Link Viaduct)  
Woodside  
A41 / New Chester Road  
Dibbinsdale Road  
Poulton Hall Road  
Thornton Common Road  
Raby Mere Road  
Raby Hall Road  
Parkgate Lane  
Well Lane  
Benty Heath Lane  
Borough Road  
Singleton Avenue  
Woodchurch Road

### **Driven Inspection - Route 2**

Arrowe Park Road  
Saughall Massie Road  
Saughall Massie Road (by bridge)  
West Kirby Road  
Pump Lane  
China Farm Lane  
Heron Road  
Birkenhead Road  
Meols Drive  
Grange Road  
Column Road  
Telegraph Road  
Well Lane  
Cottage Lane  
Gayton Lane  
Barnston Lane  
Brimstage Lane

### **Driven Inspection - Route 3**

Birkenhead Road  
Church Road  
King Street  
Seabank Road  
Rowson Street  
Brighton Street 2  
Kings Parade  
Fender Lane  
Upton Road and Bypass  
Bidston Bypass  
Bidston Link Road  
Leasowe Road  
Pasture Road  
Hoylake Road  
Wallasey Dock Link North  
Wallasey Dock Link South  
North Wallasey Approach Road  
Poulton Bridge Road  
Dock Road  
Gorse Lane

## Appendix 3 - Areas to be considered for gritting in severe weather

### CAR PARKS

The list below details car parks that may be considered for treatment during prolonged periods of severe weather:

#### The Priority Rating is

**1 High**

**2 Medium**

**3 Low**

| <u>Area</u>             | <u>Road</u>                           | <u>Priority</u> |
|-------------------------|---------------------------------------|-----------------|
| <b>Bebington</b>        | Barlow Avenue                         | 2               |
|                         | Church Road (rear of shops)           | 2               |
| <b>Birkenhead</b>       | Atherton Street                       | 1               |
|                         | Barton Street                         | 1               |
|                         | Duncan Street                         | 1               |
|                         | Elgin way                             | 1               |
|                         | Europa Pool                           | 1               |
|                         | Europa Square                         | 1               |
|                         | Exmouth Street (rear of The Lauries)  | 1               |
|                         | Hamilton Building, Conway Street      | 1               |
|                         | Hinson Street                         | 1               |
|                         | Old Chester Road / Chamberlain Street | 1               |
|                         | Old Chester Road / Green Lane         | 1               |
|                         | Oliver Street – by Shopmobility       | 1               |
|                         | St John Street (Shopmobility)         | 1               |
|                         | Turner Street                         | 1               |
|                         | Wilbraham Street                      | 1               |
| Woodside Ferry Approach | 1                                     |                 |

The list below details car parks that may be considered for treatment during prolonged periods of severe weather:

| <b><u>Area</u></b>      | <b><u>Road</u></b>                          | <b><u>Priority</u></b> |
|-------------------------|---|------------------------|
| <b>Bromborough</b>      | Allport Lane (lower half of Co-op car park) | 1                      |
|                         | Allport Lane (main car park)                | 1                      |
| <b>Eastham</b>          | Mill Park Drive (Eastham library)           | 1                      |
| <b>Heswall</b>          | May Road / Pye Road                         | 1                      |
|                         | Mount Avenue (rear of Heswall Hall)         | 1                      |
|                         | Puddydale                                   | 1                      |
|                         | Rocky Lane                                  | 1                      |
|                         | Upper Mount Avenue (not pub carpark)        | 1                      |
| <b>Higher Bebington</b> | Roland Avenue                               | 1                      |
| <b>Hoylake</b>          | Carr Lane Park & Ride                       | 1                      |
|                         | Market Street (adjacent to primary school)  | 1                      |
| <b>Irby</b>             | Roslin Road                                 | 2                      |
| <b>Liscard</b>          | Liscard Crescent                            | 1                      |
|                         | Liscard Village                             | 1                      |
|                         | Manor Road                                  | 1                      |
|                         | Seaview Road                                | 1                      |
| <b>Moreton</b>          | Garden Lane                                 | 3                      |
|                         | Holt Avenue                                 | 3                      |
|                         | Pasture Road                                | 3                      |

The list below details car parks that may be considered for treatment during prolonged periods of severe weather:

| <b><u>Area</u></b> | <b><u>Road</u></b>                | <b><u>Priority</u></b> |
|--------------------|-----------------------------------|------------------------|
| <b>New Ferry</b>   | Grove Street (adjacent to school) | 2                      |
|                    | Grove Street / Grove Square       | 2                      |
|                    | Woodhead Street                   | 1                      |
| <b>Seacombe</b>    | Rappart Road                      | 3                      |
| <b>Tranmere</b>    | Church Road                       | 3                      |
| <b>West Kirby</b>  | Dee Lane                          | 3                      |
|                    | West Kirby Concourse              | 1                      |



## **SHOPPING AREAS**

The list below details shopping areas that may be considered for treatment during prolonged periods of severe weather:

### **BEBINGTON**

| <b><u>Area</u></b>    | <b><u>Road</u></b>                | <b><u>Priority</u></b> |
|-----------------------|-----------------------------------|------------------------|
| <b>Bebington</b>      | Broadway                          | 3                      |
|                       | Bromborough Road                  | 3                      |
|                       | Church Road                       | 2                      |
|                       | Cross Lane                        | 3                      |
|                       | Old Chester Road / Kings Lane     | 2                      |
|                       | Teehey Lane                       | 2                      |
|                       | The Crescent                      | 3                      |
| <b>Bromborough</b>    | Acre Lane                         | 3                      |
|                       | Allport Lane area                 | 1                      |
|                       | Allport Road                      | 3                      |
|                       | Beechwood Road                    | 3                      |
|                       | Coronation Drive                  | 3                      |
| <b>Eastham</b>        | Clifton Avenue                    | 3                      |
|                       | Eastham Village Road              | 2                      |
|                       | Mill Park Drive area              | 3                      |
|                       | Stanley Lane                      | 3                      |
| <b>New Ferry</b>      | Bebington Road                    | 1                      |
|                       | New Chester Road                  | 1                      |
|                       | New Ferry Road                    | 3                      |
|                       | Old Chester Road / Bebington Road | 2                      |
| <b>Thornton Hough</b> | Thornton Common Road              | 3                      |

The list below details shopping areas that may be considered for treatment during prolonged periods of severe weather:

## **BIRKENHEAD**

| <b><u>Area</u></b> | <b><u>Road</u></b>                              | <b><u>Priority</u></b> |
|--------------------|---|------------------------|
| <b>Arrowe Park</b> | Arrowe Park Rd shops and Ford Road /The Village | 2                      |
| <b>Bidston</b>     | Hoylake Road                                    | 2                      |
| <b>Birkenhead</b>  | Argyle Street                                   | 1                      |
|                    | Charing Cross area                              | 2                      |
|                    | Conway Street                                   | 3                      |
|                    | Grange Road                                     | 1                      |
|                    | Grange Road West                                | 2                      |
|                    | Laird Street                                    | 2                      |
|                    | Market Street                                   | 3                      |
|                    | Oxton Road                                      | 3                      |
| <b>Claughton</b>   | Claughton Village                               | 1                      |
| <b>Overchurch</b>  | Royden Road                                     | 3                      |
| <b>Oxton</b>       | Claughton Firs                                  | 3                      |
|                    | Grange Mount                                    | 3                      |
|                    | Woodchurch Road, Birkenhead                     | 1                      |
|                    | Woodchurch Road, Prenton                        | 3                      |
| <b>Prenton</b>     | Borough Road / Singleton Avenue                 | 2                      |
|                    | Dickens Avenue                                  | 3                      |
|                    | Prenton Hall Road                               | 3                      |
|                    | Woodchurch Lane                                 | 3                      |

The list below details shopping areas that may be considered for treatment during prolonged periods of severe weather:

| <u>Area</u>       | <u>Road</u>                       | <u>Priority</u> |
|-------------------|-----------------------------------|-----------------|
| <b>Rock Ferry</b> | Bedford Road                      | 3               |
| <b>Thingwall</b>  | Pensby Road                       | 3               |
| <b>Tranmere</b>   | Church Road                       | 3               |
|                   | Dacre Hill                        | 3               |
|                   | Mount Road                        | 3               |
|                   | Old Chester Road                  | 2               |
| <b>Upton</b>      | Upton Road / Noctorum Avenue      | 3               |
|                   | Upton Village                     | 2               |
| <b>Woodchurch</b> | Woodchurch Estate Shopping Centre | 2               |

The list below details shopping areas that may be considered for treatment during prolonged periods of severe weather:

## **DEESIDE**

| <b><u>Area</u></b> | <b><u>Road</u></b> | <b><u>Priority</u></b> |
|--------------------|--------------------|------------------------|
| <b>Heswall</b>     | Brimstage Road     | 3                      |
|                    | Pensby Road        | 1                      |
|                    | Telegraph Road     | 1                      |
|                    | Village Road       | 3                      |
| <b>Hoylake</b>     | Market Street      | 1                      |
| <b>Irby</b>        | Thingwall Road     | 2                      |
| <b>West Kirby</b>  | Banks Road         | 1                      |
|                    | Dee Lane           | 1                      |
|                    | Gilroy Road        | 3                      |
|                    | Grange Road        | 1                      |
|                    | The Crescent       | 1                      |

## **CARRIAGEWAYS AND FOOTWAYS**

The list below details carriageways and footways that may be considered for treatment during prolonged periods of severe weather:

### **BEBINGTON**

#### **Area**

#### **Road**

#### **Carriageways**

##### **Bebington**

Bentfield Gardens  
Derwent Road  
Kings Brow  
Regents Way  
Shallmarsh Road

##### **Bromborough**

Oakridge Road

#### **Footways**

##### **Bebington**

Village Road towards New Ferry

##### **Bromborough**

Croft Avenue East  
Raby Hall Road (Foxes Hill)

##### **Spital**

Mill Road  
Spital Road approach to station

**Carriageways and footways that may be considered for treatment during prolonged periods of severe weather:**

### **BIRKENHEAD**

#### **Area**

#### **Road**

#### **Carriageways**

##### **Birkenhead**

Clifton Road  
Rodney Street

##### **Oxton**

Bennetts Hill

##### **Tranmere**

Hillside Road  
Holborn Hill  
Sidney Road  
Town Road  
Well Lane

**Footways**  
**Birkenhead**

Argyle Street South  
Ashville Road (Wirral Society for the Blind and Partially Sighted)  
Brandon Street Courts  
Canning Street, Cheshire Lines Building  
Cleveland Street Council Offices  
Hamilton Square  
Hamilton Street approach to Hamilton Square Station  
Town Hall entrances, Hamilton Square  
Woodside Ferry Approach

**Oxton**

Balls Road East  
Holm Lane (The Arno)

**Prenton**

Woodchurch Road Pedestrian  
Flyover

**Tranmere**

Elm Road  
Green Lane  
Hillside Road (steps section)  
Holt Hill  
North Road  
Pearson Road  
Prenton Road East  
St Catherines Hospital, Church Road

**Carriageways that may be considered for treatment during prolonged periods of severe weather:**

**DEESIDE**

**Carriageway  
Junctions**

|                   |  |
|-------------------|--|
| <b>Caldy</b>      | Caldy Road / Croft Drive West<br>Caldy Road / Melloncroft Drive  |
| <b>Heswall</b>    | Downham Road South / Daryle Road<br>Downham Road South / May Road<br>Oldfield Drive towards Greenfield Lane<br>Pensby Road / Daryl Road<br>Pensby Road / Florence Avenue<br>Pensby Road / Grange Mount<br>Pensby Road / Grange Road<br>Pensby Road / May Road<br>Pensby Road / Radnor Avenue<br>Pensby Road / Tower Road South |
| <b>Hoylake</b>    | Kings Gap / Stanley Road   |
| <b>Irby</b>       | Thingwall Road / Coombe Road<br>Thingwall Road / Roslin Road   |
| <b>West Kirby</b> | Grange Road / Monks Way<br>Greenbank Road / Boulton Avenue<br>Greenbank Road / Broxton Avenue<br>Greenbank Road / Grainger Avenue<br>Greenbank Road / Gresford Avenue<br>Greenbank Road / Raeburn Avenue   |

**Carriageways and footways that may be considered for treatment during prolonged periods of severe weather:**

**WALLASEY**

**Area 1**

**Egremont**

Blenheim Road

Kinglake Road  
Maddock Road  
St Brides Road  
St Elmo Road  
St Lucia Road  
St Vincents Road  
Tobin Street  
Trafalgar Avenue  
Warwick Drive  
New Street

**Seacombe**

**Area 3**

**Egremont**

Caithness Drive  
Denton Drive

Elgin Drive  
Hale Road  
Hertford Drive  
(lower)  
Lincoln Drive  
Radnor Drive

**Area 5**

**Egremont**

**New Brighton**

Dalton Road  
Aylesbury Road  
Berkeley Drive  
Brackenhurst Drive

Cumberland Road  
Fort Street  
Lichfield Street  
Mariners Road  
Nelson Street  
Westmoreland Road

**Area 2**

**New Brighton**

Ennerdale Road  
Glen Park Road (Mount Road  
to school)  
Gorsehill Road  
North Drive  
Salisbury Road

Sandymount Drive  
Seafield Drive  
Stoneby Drive  
Zetland Road

**Area 4**

**Liscard**

Clare Way  
Wirral Mount

**Wallasey  
Village**

Gloucester Road  
Mayfield Road

Paignton Road  
Ripon Road  
Studley Road  
Taunton Road

**Area 6**

**Liscard**

Harrow Road  
Radley Road  
Sedburgh Road  
Uppingham Road

**Wallasey  
Village**

Buckingham Road  
Church Hill  
Hillside Road  
Mithwaite Road  
School Lane  
Wallacre Road  
Westbourne Road



**Area 7**

**New Brighton**

Vale Drive  
Sandfield Road  
Manville Road  
Ormiston Road

**Area 8**

**Poulton**

Fox Hey Road  
Morley Road  
Balfour Road  
Chamberlain Street  
Kendal Road  
Rankin Street

**Area 9**

**New Brighton**

Molyneux Drive  
Grosvenor Drive  
Egerton Street  
  
Portland Street

**Footways**

**Egremont**

**Liscard**

Redcliffe, Trafalgar Avenue  
Manor Road Police Station  
Clare Way  
Pasture Road Railway  
Bridge  
St Hilarys Brow

## Appendix 4 - Grit Bin Locations

| Road Name               | Ward                    | Location / Description                       |
|-------------------------|-------------------------|--|
| BENTFIELD GARDENS       | BEBINGTON               | JCT OF BENTFIELD GARDENS / KING'S ROAD       |
| DERWENT ROAD            | BEBINGTON               | O/S NO. 83 DERWENT ROAD                      |
| DERWENT ROAD            | BEBINGTON               | JCT OF DERWENT ROAD / SHALLMARSH ROAD        |
| MOUNT AVENUE            | BEBINGTON               | JCT OF MOUNT AVENUE / MOUNT ROAD             |
| TEEHEY LANE             | BEBINGTON               | JCT OF ROLAND AVE / TEEHEY LANE              |
| SCHOOL LANE             | BEBINGTON               | JCT OF SCHOOL LANE / SHALLMARSH ROAD         |
| TUDORVILLE ROAD         | BEBINGTON               | JCT OF TUDORVILLE ROAD / ACRES ROAD          |
| CORAL RIDGE             | BIDSTON & ST JAMES      | JCT OF CORAL RIDGE / UPTON ROAD              |
| WESTWOOD ROAD           | BIDSTON & ST JAMES      | OPP NO. 28 WESTWOOD ROAD                     |
| ELEANOR ROAD            | BIDSTON & ST JAMES      | JCT OF ELEANOR ROAD / STATHAM ROAD           |
| WOODSIDE FERRY APPROACH | BIRKENHEAD & TRANMERE   | JCT OF OVERFLOW CARPARK                      |
| HOLT HILL               | BIRKENHEAD & TRANMERE   | JCT OF HOLT HILL / PEARSON ROAD              |
| OLIVE MOUNT             | BIRKENHEAD & TRANMERE   | OPP JCT OF HOLBORN HILL                      |
| LOWWOOD ROAD            | BIRKENHEAD & TRANMERE   | O/S NO. 3B LOWWOOD ROAD                      |
| FRODSHAM STREET         | BIRKENHEAD & TRANMERE   | JCT OF OLIVE MOUNT BY POSTS                  |
| OAKRIDGE ROAD           | BROMBOROUGH             | JCT OF OAKRIDGE ROAD / BIRCHRIDGE CLOSE      |
| THE ANZACS              | BROMBOROUGH             | JCT OF THE ANZACS / BOLTON ROAD EAST         |
| RABY HALL ROAD          | CLATTERBRIDGE           | JCT OF RABY HALL ROAD / BARRYMORE WAY        |
| RABY HALL ROAD          | CLATTERBRIDGE           | O/S ENTRANCE OF BROMBOROUGH GOLF COURSE      |
| RIVINGTON AVENUE        | CLAUGHTON               | JCT OF RIVINGTON AVENUE / PLEASINGTON DRIVE  |
| BASSENTHWAITE AVENUE    | CLAUGHTON               | END OF BASSENTHWAITE AVENUE                  |
| WENDOVER CLOSE          | CLAUGHTON               | END OF WENDOVER CLOSE                        |
| WEST CLOSE              | CLAUGHTON               | JCT OF WEST CLOSE / WEST ROAD                |
| AIRDRIE CLOSE           | EASTHAM                 | O/S NO. 15 & END OF FOOTPATH TO EASTHAM RAKE |
| COOMBE ROAD             | GREASBY, FRANKBY & IRBY | JCT OF COOMBE ROAD / THINGWALL ROAD          |
| MARTIN CLOSE            | GREASBY, FRANKBY & IRBY | JCT OF MARTINS CLOSE / SANDY LANE            |
| THE MOUNT               | HESWALL                 | JCT OF THE MOUNT / DEE VIEW ROAD             |
| ANTHONYS WAY            | HESWALL                 | JCT OF ANTHONYS WAY / HILLSIDE ROAD          |
| BRACKENSIDE             | HESWALL                 | JCT OF BRACKENSIDE / GRANGE ROAD             |
| CIRCULAR DRIVE          | HESWALL                 | OPP NO. 2 CIRCULAR DRIVE                     |
| QUARRY ROAD EAST        | HESWALL                 | JCT OF ERICA COURT / QUARRY ROAD EAST        |
| MOORLAND CLOSE          | HESWALL                 | JCT OF MOORLAND CLOSE / SOUTH DRIVE          |
| OLDFIELD DRIVE          | HESWALL                 | JCT OF OLDFIELD DRIVE / GREENFIELD LANE      |
| POLL HILL ROAD          | HESWALL                 | JCT OF POLL HILL ROAD / PENSBY ROAD          |
| RADNOR AVENUE           | HESWALL                 | JCT OF RADNOR AVENUE / PESNBY ROAD           |
| REDSTONE DRIVE          | HESWALL                 | JCT OF REDSTONE DRIVE / FERNS CLOSE          |
| SCHOOL HILL             | HESWALL                 | JCT OF SCHOOL HILL / BROW LANE               |
| TEALS WAY               | HESWALL                 | JCT OF TEALS WAY / GULLS WAY O/S NO. 9       |
| TOWER ROAD SOUTH        | HESWALL                 | JCT OF TOWER ROAD SOUTH / PENSBY ROAD        |
| WARREN WAY              | HESWALL                 | JCT OF WARREN WAY / HATTON CLOSE             |
| HOLLAND GROVE           | HESWALL                 | JCT OF HOLLAND GROVE / POLL HILL ROAD        |

|                  |                        |   |
|------------------|------------------------|---|
| REDSTONE DRIVE   | HESWALL                | JCT OF REDSTONE ROAD / PIPERS LANE          |
| BRIMSTAGE GREEN  | HESWALL                | JCT OF BRIMSTAGE GREEN / BRIMSTAGE ROAD     |
| STATION ROAD     | HESWALL                | JCT OF STATION ROAD / GAYTON ROAD           |
| TOWER ROAD NORTH | HESWALL                | JCT OF TOWER ROAD NORTH / QUARRY ROAD EAST  |
| POLL HILL ROAD   | HESWALL                | JCT OF POLL HILL ROAD / TOWER ROAD SOUTH    |
| SHAWS DRIVE      | HOYLAKE & MEOLS        | JCT OF SHAWS DRIVE / BIRKENHEAD ROAD        |
| BIRKENHEAD ROAD  | HOYLAKE & MEOLS        | O/S COTTAGE HOSPITAL                        |
| PASTURE ROAD     | LEASOWE & MORETON EAST | PASTURE ROAD BRIDGE                         |
| BRECK ROAD       | LISCARD                | JCT OF BRECK ROAD / BUCKINGHAM ROAD         |
| CLIFF ROAD       | LISCARD                | JCT OF CLIFF ROAD / BRECK ROAD              |
| MAITLAND ROAD    | NEW BRIGHTON           | JCT OF MAITLAND ROAD / DALMORTON ROAD       |
| LINCOLN DRIVE    | NEW BRIGHTON           | JCT OF LINCOLN DRIVE / EGREMONT PROMENADE   |
| HERTFORD DRIVE   | NEW BRIGHTON           | JCT OF HERTFORD DRIVE / MAGAZINES PROMENADE |
| MAITLAND ROAD    | NEW BRIGHTON           | JCT OF MAITLAND ROAD / VAUGHAN ROAD         |
| ROWSON STREET    | NEW BRIGHTON           | JCT OF ROWSON STREET / WELLINGTON STREET    |
| VIRGINIA ROAD    | NEW BRIGHTON           | BY 'THE PROM' APARTMENTS                    |
| LINCOLN DRIVE    | NEW BRIGHTON           | ADJ TO SUB STATION O/S MOTHER REDCAPS       |
| MARINE PROMENADE | NEW BRIGHTON           | O/S FLORAL PAVILLION MAIN ENTRANCE          |
| MILL HILL        | OXTON                  | O/S THE GATE HOUSE                          |
| NURSERY CLOSE    | OXTON                  | JCT OF NURSERY CLOSE / FAIRVIEW ROAD        |
| RINGWOOD         | OXTON                  | JCT OF RINGWOOD / TALBOT ROAD               |
| FAIRVIEW ROAD    | OXTON                  | JCT OF FAIRVIEW ROAD / BENNETTS HILL        |
| TABLEY CLOSE     | OXTON                  | JCT OF TABLEY CLOSE / HOLM LANE             |
| OULTON CLOSE     | OXTON                  | O/S NO. 88 OULTON CLOSE                     |
| WOODCHURCH ROAD  | OXTON                  | WOODCHURCH ROAD E/O FOOTBRIDGE              |
| KYLEMORE DRIVE   | PENSBY & THINGWALL     | JCT OF KYLEMORE DRIVE / HILLFIELD DRIVE     |
| BARNSTON ROAD    | PENSBY & THINGWALL     | O/S FOX & HOUNDS CARPARK                    |
| BARNSTON ROAD    | PENSBY & THINGWALL     | JCT OF BARNSTON ROAD / BEAUMARIS DIVE       |
| PINE VIEW DRIVE  | PENSBY & THINGWALL     | JCT OF PINE VIEW DRIVE / KYLEMORE DRIVE     |
| BEVERLEY GARDENS | PENSBY & THINGWALL     | O/S NO.23 BEVERLEY GARDENS                  |
| BURRELL CLOSE    | PRENTON                | O/S NO. 17 BURRELL CLOSE                    |
| CLEE HILL ROAD   | PRENTON                | O/S NO.20 CLEE HILL ROAD                    |
| MENDIP ROAD      | PRENTON                | JCT OF MENDIP ROAD / STORETON ROAD          |
| ROMAN ROAD       | PRENTON                | JCT OF ROMAN ROAD / PRENTON DELL ROAD       |
| MOUNTWOOD ROAD   | PRENTON                | JCT OF MOUNT WOOD ROAD / MOUNT ROAD         |
| BURRELL ROAD     | PRENTON                | JCT OF BURRELL RD / BURREL CLOSE            |
| CLEE HILL ROAD   | PRENTON                | JCT OF CLEE HILL ROAD / MENDIP ROAD         |
| TOWER ROAD       | PRENTON                | CORNER OF TOWER ROAD / RESERVOIR ROAD       |
| OLD CHESTER ROAD | ROCK FERRY             | JCT OF OLD CHESTER ROAD / HOLT ROAD         |
| SIDNEY ROAD      | ROCK FERRY             | JCT OF SIDNEY ROAD / OLD CHESTER ROAD       |
| BROADWAY AVENUE  | WALLASEY               | JCT OF BROADWAY AVE / CLAREMOUNT ROAD       |
| WALLACRE ROAD    | WALLASEY               | ADJ TO 221 BRECK ROAD BY ROUNDABOUT         |

| BROADWAY       | WALLASEY                 | O/S 'THE BUNGALOW'                       |
|----------------|--------------------------|--|
| KINGS DRIVE    | WEST KIRBY & THURSTASTON | JCT OF KINGS DRIVE / CALDY ROAD          |
| THORSWAY       | WEST KIRBY & THURSTASTON | JCT OF THORSWAY / KINGS DRIVE            |
| STONEHEY DRIVE | WEST KIRBY & THURSTASTON | JCT OF STONEHEY DRIVE / MOUNT ROAD       |
| KINGS DRIVE    | WEST KIRBY & THURSTASTON | OPP FOOTPATH TO CALDY HILL               |
| BEACON DRIVE   | WEST KIRBY & THURSTASTON | JCT OF BEACON DRIVE / A540 COLUMN ROAD   |
| CROOME DRIVE   | WEST KIRBY & THURSTASTON | JCT OF CROOME DRIVE / BURLINGHAM AVE     |
| CALDY ROAD     | WEST KIRBY & THURSTASTON | JCT OF CALDY ROAD / MELLONCROFT DRIVE    |
| GILROY ROAD    | WEST KIRBY & THURSTASTON | O/S GILROY ROAD SHOPS                    |
| DARMONDS GREEN | WEST KIRBY & THURSTASTON | JCT OF DARMONDS GREEN / GRANGE ROAD      |
| THORSWAY       | WEST KIRBY & THURSTASTON | THORSWAY O/S HILL HOUSE                  |
| SURREY DRIVE   | WEST KIRBY & THURSTASTON | JCT OF SURREY DRIVE / MOUNT ROAD         |
| LANG LANE      | WEST KIRBY & THURSTASTON | OPP JCT OF GRESFORD AVENUE               |
| COLUMN ROAD    | WEST KIRBY & THURSTASTON | JCT OF COLUMN ROAD / GRAMMAR SCHOOL LANE |

## Appendix 5 - Contact and Rota Details

Redacted for report purposes

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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 23 October 2023

|               |                                    |
|---------------|------------------------------------|
| REPORT TITLE: | WEED TREATMENT PROVISION           |
| REPORT OF:    | DIRECTOR OF NEIGHBOURHOOD SERVICES |

### REPORT SUMMARY

This report proposes a new weed control contract for a two-year period, commencing in March 2024 until March 2026, following the end of the previous contract. This is to allow time for an alternative approach to weed control to be considered, budget approved and for implementation.

Securing the appropriate and effective management of weed control contributes to the Wirral Plan theme to promote a Sustainable Environment and create a cleaner, greener borough which protects and improves Wirral's environment.

Weed control is carried out across all 22 Wards and this report has been classed as a Key Decision and as such included on the Council's Forward Plan.

### RECOMMENDATIONS

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

- (1) Agree that an open competitive tender process commence to secure the future supplier of the weed control service, for the period March 2024 to March 2026;
- (2) authorise the Director of Neighbourhood Services to award the contract to the highest scoring tender within approved budget and in accordance with the Most Economically Advantageous Tender 'MEAT' criteria.

## **SUPPORTING INFORMATION**

### **1.0 REASON FOR RECOMMENDATIONS**

- 1.1 The Council's weed control service needs to be re-tendered due to the current contract concluding this year with no option for extension. Awarding the contract through an open competitive tender exercise represents the most economically advantageous option and is fully compliant with the corporate procurement rules.
- 1.2 The Council does recognise the importance of reducing the use of Glyphosate and the need to identify alternative methods of weed control to assist with this reduction. It has also been recognised that a more responsive weed control service is required to better meet the needs of residents and to take advantage of new technologies.
- 1.3 Over the past two years the Council has trialled several alternative weed control methods, which have been the subject of previous reports. Most recently the use of machinery to clear weeds from alleyways has been explored and the use of alternative chemicals, that have lower concentrations of Glyphosate, have also been investigated.
- 1.4 The intention moving forward is to develop an alternative approach to weed control. However, options do need to be discussed further and any additional budget agreed. While agreement is sought for an alternative approach it is only prudent to ensure that a weed control service is provided.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 Consideration has been given to tendering for a longer contract period for a weed control service of up to three years. This option is not being recommended as it is considered more appropriate to explore alternative methods of weed control. This would be difficult to implement through variations to a longer-term contract.
- 2.2 Providing an alternative approach to the weed control service from March 2024 was considered but not recommended. Further work is required to agree the preferred approach, secure any additional budget which might be required through the council's budget setting process, and time will be required to implement the preferred approach.
- 2.3 The alternative approaches to weed control that have been considered are provided as an appendix to this report. Any alternative approach is likely to involve an additional budget commitment, that would need to be agreed as a part of the Councils budget setting process, and time would be required to implement the preferred approach.

### **3.0 BACKGROUND**

- 3.1 The current weed control contract costs £260,000 per year. The contract includes provision for all wards in the borough to receive three treatments per year, Phase 1 - May to June, Phase 2 - July to August and Phase 3 - September to October. Each treatment consists of chemical 'spot spraying' either by quad bike or on foot.



Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying. The effectiveness of each treatment is checked after application, and where weeds are seen not to be dying contractors are called back to apply a further treatment or 'rectification'. These weed spraying operation cannot take place during high winds or wet weather, limiting its use to between May and October each year. Areas included within the contract include: -

- Roadside kerbs / pavements, pathways and adopted alleyways, 4,699,426 m2
- Shopping areas, 15,994 m2
- Un-adopted alleyways, 76,000 m2
- Car parks, 104,748 m2

- 3.2 Overall the current arrangements are effective in terms of what they seek to achieve, which is to prevent weeds from damaging infrastructure such as roads and pavements. However, it is recognised that there are issues with the current arrangements. The Council is committed to reducing the use of Glyphosate, which is a significant part of the current approach to weed control. In addition, there are issues with having two sets of contractors working in this area, one to spray and another to clear. This is highlighted most often in relation to alleyways where contractors report being unable to spray due to waste not being removed and conversely being unable to remove waste due to weed growth. Having two contractors working in this area therefore requires significant co-ordination, especially when the spraying operation can usually be undertaken far more quickly than the cleansing operation. There is also the issue that relying on weed spraying alone for weed control limits the times of year this activity can be undertaken, with weed control effectively ceasing between October and May each year. The current arrangement is however the most cost-effective approach available to the Council.
- 3.3 The Council did make the commitment, on 15 July 2019, as a part of its Climate Emergency Declaration, to phase out the use of Glyphosate and reduce the amount used until a viable and affordable alternative is found. This led to an immediate reduction in the use of Glyphosate in Wirral's parks, open spaces, and beaches.
- 3.4 Since the resolution of 2019, officers have been exploring alternative weed control methods. Following the COVID pandemic, in March 2021 a working group made up of officers from a range of service areas considered several methods for weed control including Glyphosate, Acetic Acid (Vinegar Based), Foam (Heat) & Community involvement via hand weeding.
- 3.5 In September 2021 the outcome of these investigations was reported to the Environment, Climate Emergency and Transport Committee. At that time the conclusion was that there was currently no available alternative that had both the same effectiveness and comparable cost to Glyphosate. The Committee therefore agreed that a contract for one year with the option to extend for a further year if required. The Committee requested officers to continue to explore alternative options for weed control. The Committee was particularly interested that officers develop an 'in house' service that could provide the weed control service and address several other issues, such as alleyway clearances.
- 3.6 In November 2022 officers provided a further update to the Environment, Climate Emergency and Transport Committee on the progress of investigations into the use

of machinery for weed removal, which had been trialled in alleyways with good results, and the use of chemical alternatives. The Committee agreed to extend the weed control contract by a further year.

- 3.7 Since November 2022 further trials of mechanical weed removal have been undertaken in several areas, in particular alleyways. The use of machinery does produce quicker visible results than relying on chemical spraying and street cleaning. This method also has the added benefit of not being dependent on the weather and therefore provides an all-year-round option for weed control, whereas weed spraying cannot take place in high winds or in the wet, limiting its use.
- 3.8 In considering a chemical alternative the Council has explored the use of a product called Nomix Dual. Nomix Dual is a product that reduces the Glyphosate usage by 53%. The residual element of Nomix Dual has provided longer lasting control and reduced overall weed population in treated areas. Local authorities that have adopted this product do report good results, at least comparable to the use of Glyphosate.
- 3.9 The options appraisal submitted to the Committee in September 2021 considered several options including: -
1. A Weed Control Contract using Glyphosate.
  2. An 'in house' weed control service using
    - a. Glyphosate
    - b. Nomix Solution
  3. A variation to the Biffa Street Cleaning Contract
  4. A Community delivered weed control service (volunteers)

Of these options only the first and second options were considered practical with the first option, a weed control contract, being recommended as providing the most cost-effective way to deliver the service.

- 3.10 The alternative approaches to weed control being considered at this time are provided as an appendix to this report. However, any alternative approach is likely to involve an additional budget commitment, that would need to be agreed as a part of the Councils budget setting process, and time will be required to implement the preferred approach.
- 3.11 The Committee is therefore asked to agree to a two-year contract for weed control commencing next year.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 The current cost of the weed control contract is £260,000 per year and this provides for three weed treatments per year across the borough. The proposed new contract is expected to cost a similar amount, but this will be confirmed through the tender process.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 Since January 2021 the United Kingdom has taken responsibility for its own regulatory decisions and rules regarding weed removal by departing from the EU.

The Health and Safety Executive remains the national regulator for the UK, via its specialist Chemical Regulation Division. The Plant Protection Products (Miscellaneous Amendments) (EU Exit) Regulations 2019 states that active substances which were due to expire in the EU within 3 years of the end of the transition period will be granted a 3-year extension under the new regime. This means that glyphosate is approved for 5 more years in England until at least 15 December 2025.

- 5.2 The control of weeds on the highway and pedestrian areas is a statutory duty for the council, as detailed in S41 of the Highways Act (1980) which includes the control of weeds and the Weeds Act (1959).

## **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 There are no additional ICT implications.

- 6.2 There are no staffing implications arising directly from this report. However, when considering the provision of an alternative approach staffing and resource implications will need to be considered.

- 6.3 There are no asset implications arising directly from this report. However, as with Staffing implications, when considering the provision of an alternative approach considerations may need to include the purchase of specialist equipment along with suitable vehicles to support the operation.

## **7.0 RELEVANT RISKS**

- 7.1 There are risks to the Council and residents if weeds are not controlled. Uncontrolled weed growth can lead to damage to the highway infrastructure leading to costly repair and maintenance bills. To reduce the financial risks to the council of these repairs regular weed control is required.

- 7.2 There is also the risk to public safety if weeds are not controlled as these may cause trip hazards leading to residents being injured and subsequent claims. By controlling weed growth, the Council reduces the risk of these trip hazards from occurring.

- 7.3 Due to these risks the Council has a statutory duty to control weeds on the highway and pedestrian areas as detailed in S41 of the Highways Act (1980) and the Weeds Act (1959).

- 7.4 A two-year weed control contract would allow time for a contract to be put in place for next year, while alternative approaches are discussed, and agreement received, ahead of any potential change to the licencing of Glyphosate by the end of December 2025.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 The Weed Control Contract and alternative options have been discussed through an officer working group with the outcomes and issues reported to elected members. Members of this Committee have also received update reports on Weed Control Trials.

8.2 It is recognised that elected members and key stakeholders will need to be engaged further and consulted with as a part of any future decision-making process on this issue.

## **9.0 EQUALITY IMPLICATIONS**

9.1 An Equality Impact Assessment was not undertaken as part of this report.

9.2 Any changes to weed control operations would need to be subject of an Equality Impact Assessment as weed growth can blight communities and reduce the safety of some groups.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 Through the Environment and Climate Emergency Declaration of July 2019, the Council resolved to eradicate the use of Glyphosate in Council operations. The Council's Environment & Climate Emergency Policy Statement also sets out the Council's commitment to reducing the use of chemicals and to promoting biodiversity. The Council has used Glyphosate as part of weed control operations across the authority for many years and continues to do so under licence. However, there is concern about the use of pesticides such as Glyphosate and their detrimental impact on the environment and potentially on people's health. The Council recognises the need to control weeds and the risks involved in not undertaking control measures or such measures being inadequate.

10.2 This report sets out the alternative options for weed control currently being considered with the intention to reduce or cease the use of Glyphosate.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

11.1 Wirral is facing stark economic, social and health inequalities. The Wirral Plan is committed to addressing this. With Community Wealth Building at its heart, the Wirral Plan sets out how to tackle this and makes a major contribution to improving the economic, social and health outcomes of the borough.

11.2 This report supports two key Community Wealth Building aims, including:

- Local Employment – creation of local employment and training opportunities through both the Councils existing contract arrangements as well as seeking to explore a directly provided service.
- Green and Sustainable – By investigating alternative methods of weed control to protect the environment, minimising waste and energy consumption and using resources efficiently.

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## APPENDICES

### Appendix 1 - Alternative Weed Control Options

#### TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency and Transport Committee in accordance with Sections A, B and E of its Terms of Reference;

(a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy;

(b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;

(e) in respect of parks, open spaces, countryside management, allotments, playgrounds, and cemeteries, including arboricultural, gardening and warden services.

#### BACKGROUND PAPERS

Progress report on future alternatives to Glyphosate for Weed Control (28th November 2019)

Update on the exercise to trial alternatives to glyphosate in the use of weed control (3rd December 2020)

Manufacturer's method statements and instructions for the weed control methods trialled.

#### SUBJECT HISTORY (last 3 years)

| <b>Council Meeting</b>                                 | <b>Date</b>                    |
|--|--------------------------------|
| Environment, Climate Emergency and Transport Committee | 30 <sup>th</sup> November 2022 |
| Environment, Climate Emergency and Transport Committee | 7 <sup>th</sup> September 2021 |
| Environment, Climate Emergency and Transport Committee | 3 <sup>rd</sup> December 2020  |
| Environment Overview and Scrutiny Committee            | 28 <sup>th</sup> November 2019 |
| Full Council   | 15 <sup>th</sup> July 2019     |

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## Appendix 1

### Alternative Options for Weed Control

September 2023

#### 1.0 Background

- 1.1 Wirral Council is responsible for the removal and monitoring of weed removal in public areas. Currently this is achieved via a contract to spray glyphosate up to three times per year in all wards of the borough between May and October each year.
- 1.2 Wirral Council did make the commitment, on 15 July 2019, to phase out the use of Glyphosate and reduce the amount used until a viable and affordable alternative is found. This led to an immediate reduction in the use of glyphosate in Wirral's parks, open spaces, and beaches.
- 1.3 Since the resolution of 2019, officers have been exploring alternative weed control methods. Following COVID, in March 2021 a working group made up of officers from a range of service areas considered several methods for weed control including Glyphosate, Acetic Acid (Vinegar Based), Foam (Heat) & Community involvement via hand weeding.
- 1.4 In September 2021 the outcome of these investigations was reported to the Environment, Climate Emergency and Transport Committee, at that time the conclusion was that there was currently no available alternative to a weed control contract that offered both the same effectiveness and comparable cost to Glyphosate. The Committee therefore agreed that a contract for one year with the option to extend for a further year if required. The Committee did ask officers to continue to explore alternative options for weed control. The Committee was particularly interested that officers develop an 'in house' service that could provide the weed control service and address several other issues, such as alleyway clearances.
- 1.5 Further trials of mechanical weed removal have been undertaken in several areas, in particular alleyways. The use of machinery does produce quicker visible results than relying on chemical spraying and street cleaning. This method also has the added benefit of not being dependent on the weather and therefore provides an all-year-round option for weed control; were as weed spraying cannot take place in high winds or in the wet limiting its use. In considering a chemical alternative the Council has explored the use of a product called Nomix Dual. Nomix Dual is a product that reduces the Glyphosate usage by 53%. The residual element of Nomix Dual has provided longer lasting control and reduced overall weed population in treated areas. Local authorities that have adopted this product do report good results, at least comparable to the use of Glyphosate.
- 1.6 Moving forward officers would wish to create an alternative approach to weed control and this report sets out the current options available bearing in mind the objectives, constraints, risks, and opportunities that are relevant at this time.

## **2.0 Key Drivers for change**

### 2.1 Objectives for Weed Removal

- Respect the environment.
- Maintain a safe and serviceable highway network.
- Deliver a customer focused, quality service.
- Deliver value for money.

Based on these objectives the following Critical Success Factors have been identified: -

- Strategic – aligns with the Councils Strategic aims.
- Sustainable – adheres to the Council climate commitments.
- Affordable – delivered within the budget agreed by the Council.

### 2.2 Constraints for Weed Removal

- Funding/finances
- Political acceptability
- Practicality of Glyphosate alternatives

### 2.3 Dependencies

- Current street cleaning schedules as agreed between Wirral Council and its contractor.
- Weather can affect weed control operations, poor weather (wet and wind) can prevent operations, cold weather reduces the growth of weeds.

### 2.4 Opportunities

- Potential to reduce Glyphosate usage.
- Create a more responsive service to address the concerns of residents and elected members.



### **3.0 Options Appraisal**

3.1 The following options are currently being considered as alternatives to the current arrangements, described in Option 1 – Weed Control Contract which represents the ‘Do Nothing’ option: -

- 1 Weed Control Contract (do nothing)
- 2 Seasonal ‘in house’ Weed Control with Glyphosate
- 3 Full Time ‘in house’ Weed Control with Glyphosate and Machinery
- 4 Seasonal ‘in house’ Weed Control with Nomix Dual
- 5 Full Time ‘in house’ Weed Control with Nomix Dual and Machinery

Each option is presented with a brief description, their relative strengths and weaknesses and the breakdown of the headline costs associated with each in the following pages.

**Option 1: Weed Control Contract (Do Nothing)**

**Description**

A Weed Contract includes provision for all wards in the borough to receiving three treatments per year, Phase 1 May to June, Phase 2 July to August and Phase 3 September to October.

Each treatment consists of chemical 'spot spraying' either by quad bike or on foot. Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying.

The effectiveness of each treatment is checked after application, and where weeds are seen not to be dying contractors are called back to apply a further treatment or 'rectification'.

These weed spraying operation cannot take place during high winds or wet weather, limiting its use to between May and October each year.

Areas included within the contract include: -

- Roadside kerbs / pavements, pathways and adopted alleyways, 4,699,426 m2
- Shopping areas, 15,994 m2
- Un-adopted alleyways, 76,000 m2
- Car parks, 104,748 m2

Overall, the current arrangements are effective in terms of what it seeks to achieve, which is to prevent weeds from damaging infrastructure such as roads and pavements.

The current arrangement is however the most cost-effective approach available to the Council.

| <b>Strengths</b>  | <b>Weaknesses</b>  |
|---|--|
| <ul style="list-style-type: none"> <li>• Familiarity with process</li> <li>• Control via a contract</li> <li>• Provides a consistent approach to delivery of the service</li> <li>• Proven to be an effective method</li> <li>• Most cost-effective option</li> </ul> | <ul style="list-style-type: none"> <li>• Single point of Contract Management but multiple areas involved in the end-to-end process.</li> <li>• Does not reduce our current Glyphosate usage</li> <li>• License for Glyphosate runs out in 2025</li> <li>• Seasonal between May and October each year.</li> <li>• Operations cannot take place in high winds or wet weather.</li> <li>• Difficult to vary a contract to introduce changes (e.g.: innovative technology or methods)</li> </ul> |
| Annual Revenue Costs  | £260,000   |
| Capital Costs   | £0   |

**Option 2: Seasonal 'in house' Weed Control with Glyphosate**

**Description**

An 'in house' Seasonal Team could be created to carry out weed control. This would use similar methods to those specified in the current Contract, including provision for all wards in the borough to receiving three treatments per year, Phase 1 May to June, Phase 2 July to August and Phase 3 September to October.

Each treatment would consist of chemical 'spot spraying' either by quad bike or on foot. Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying. The effectiveness of each treatment would be checked after application, and where weeds are seen not to be dying would be re-treated.

Weed spraying operation cannot take place during high winds or wet weather, limiting its use to between May and October each year. Due to its seasonal nature staff would need to be recruited and trained each season.

This option does give greater opportunities for introducing new methods of working and technologies. This would also provide for a more responsive service.

| <b>Strengths</b>   | <b>Weaknesses</b>   |
|--|---|
| <ul style="list-style-type: none"> <li>• Familiarity with process</li> <li>• Control via direct management</li> <li>• Provides a consistent approach to delivery of the service.</li> <li>• Proven to be an effective method.</li> <li>• Reduces the number of areas involved from the contract approach in the end-to-end process.</li> <li>• It would be possible to change processes and take advantage of innovative technologies.</li> <li>• Provides the opportunity for a more responsive service.</li> </ul> | <ul style="list-style-type: none"> <li>• Does not reduce our current Glyphosate usage.</li> <li>• License for Glyphosate runs out in 2025.</li> <li>• Operations cannot take place in high winds or wet weather.</li> <li>• Seasonal between May and October each year.</li> <li>• Ongoing staff recruitment, retention, and absenteeism issues for Council</li> <li>• Initial Set Up Costs to training staff would be required.</li> <li>• Seasonal staff - risk of staff investment and training in October but not returning in March.</li> <li>• Capital Investment would be required.</li> <li>• Is not as cost-effective as the Contract option.</li> </ul> |
| <p>Annual Revenue Costs</p> <ul style="list-style-type: none"> <li>- Staff (1 FTE Band F, 2 FTE Band E, 6 Band E Seasonals 40 wks)</li> <li>- PPE &amp; Training</li> <li>- Fuel &amp; Supplies</li> <li>- Glyphosate</li> </ul> <p>Total per year</p>   | <p>£236,000</p> <p>£ 24,000</p> <p>£ 38,000</p> <p>£ 39,000</p> <p>£337,000</p>   |
| <p>Capital Costs</p> <ul style="list-style-type: none"> <li>• Vehicles, Trailers &amp; Spraying Equipment</li> </ul>   | <p>£171,600</p>   |

**Option 3: Full Time 'in house' Weed Control with Glyphosate and Machinery**

**Description**

An 'in house' Team could be created to carry out weed control. This would use weed spraying using glyphosate for all wards in the borough with each receiving three treatments per year, Phase 1 May to June, Phase 2 July to August and Phase 3 September to October.

Each treatment would consist of chemical 'spot spraying' either by quad bike or on foot. Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying. The effectiveness of each treatment would be checked after application, and where weeds are seen not to be dying would be re-treated.

When weed spraying is not possible due to weather machinery could be used allowing for weed control all year. This would particularly assist with the control of weeds in alleyways, were machinery would be initially focused, with the intention to expand its use as the machinery proves its suitability and safety concerns are addressed.

Having a permanent team would reduce the risk of having to retrain staff as they would be retained all year. This option does give greater opportunities for introducing new methods of working and technologies. This would also provide for a more responsive service

| <b>Strengths</b>   | <b>Weaknesses</b>   |
|--|---|
| <ul style="list-style-type: none"> <li>• Familiarity with process</li> <li>• Control via direct management</li> <li>• Provides a consistent approach to delivery of the service.</li> <li>• Proven to be an effective method.</li> <li>• Reduces the number of areas involved from the contract approach in the end-to-end process.</li> <li>• The need for ongoing recruitment and retraining is reduced.</li> <li>• Operations can take place throughout the year even in poor weather.</li> <li>• It would be possible to change processes and take advantage of innovative technologies.</li> <li>• Provides the opportunity for a more responsive service.</li> </ul> | <ul style="list-style-type: none"> <li>• Does not significantly reduce our current Glyphosate usage.</li> <li>• License for Glyphosate runs out in 2025.</li> <li>• Initial Set Up Costs to training staff would be required.</li> <li>• Capital Investment would be required both for spraying and for machinery.</li> <li>• Is not as cost-effective as the Contract option.</li> </ul> |
| Initial Revenue Set Up Costs<br>- (PPE & Training)   | £24,000   |
| Annual Revenue Costs<br>- Staff (1 FTE Band F, 8 FTE Band E)<br>- Fuel & Supplies<br>- Glyphosate<br>Total per year  | £278,000<br>£ 43,000<br>£ 39,000<br>£360,000  |
| Capital Costs<br>- Vehicles, Trailers & Spraying Equipment<br>- Weed Machines  | £171,600<br>£100,000 each   |

**Option 4: Seasonal 'in house' Weed Control with Nomix Dual**

**Description**

An 'in house' Seasonal Team could be created to carry out weed control. This would use similar methods to those specified in the current Contract using Nomix Dual (which contains 53% less Glyphosate), including provision for all wards in the borough to receiving three treatments per year, Phase 1 May to June, Phase 2 July to August and Phase 3 September to October.

Each treatment would consist of chemical 'spot spraying' either by quad bike or on foot. Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying. The effectiveness of each treatment would be checked after application, and where weeds are seen not to be dying would be re-treated.

Weed spraying operation cannot take place during high winds or wet weather, limiting its use to between May and October each year.

Due to its seasonal nature staff would need to be recruited and trained each season.

This option does give greater opportunities for introducing new methods of working and technologies. This would also provide for a more responsive service.

| <b>Strengths</b>   | <b>Weaknesses</b>  |
|--|--|
| <ul style="list-style-type: none"> <li>• Does reduce our current Glyphosate usage by at least 53%</li> <li>• Familiarity with process</li> <li>• Control via direct management</li> <li>• Provides a consistent approach to delivery of the service.</li> <li>• Proven to be an effective method.</li> <li>• Reduces the number of areas involved from the contract approach in the end-to-end process.</li> <li>• It would be possible to change processes and take advantage of innovative technologies.</li> <li>• Provides the opportunity for a more responsive service.</li> </ul> | <ul style="list-style-type: none"> <li>• License for Glyphosate runs out in 2025.</li> <li>• Operations cannot take place in high winds or wet weather.</li> <li>• Seasonal between May and October each year.</li> <li>• Ongoing staff recruitment, retention, and absenteeism issues for Council</li> <li>• Initial Set Up Costs to training staff would be required.</li> <li>• Seasonal staff - risk of staff investment and training in October but not returning in March.</li> <li>• Capital Investment would be required.</li> <li>• Is not as cost-effective as the Contract option.</li> </ul> |
| <p>Annual Revenue Costs</p> <ul style="list-style-type: none"> <li>- Staff (1 FTE Band F, 2 FTE Band E, 6 Band E Seasonals 40 wks)</li> <li>- PPE &amp; Training</li> <li>- Fuel &amp; Supplies</li> <li>- Nomix</li> </ul> <p>Total per year</p>  | <p>£236,000</p> <p>£ 24,000</p> <p>£ 38,000</p> <p>£ 58,000</p> <p>£356,000</p>  |
| <p>Capital Costs</p> <p>Vehicles, Trailers &amp; Spraying Equipment</p>  | <p>£178,600</p>  |

**Option 5: Full Time 'in house' Weed Control with Nomix Dual and Machinery****Description**

An 'in house' Team could be created to carry out weed control. This would use similar methods to those specified in the current Contract using Nomix Dual (which contains 53% less Glyphosate), including provision for all wards in the borough to receiving three treatments per year, Phase 1 May to June, Phase 2 July to August and Phase 3 September to October.

Each treatment would consist of chemical 'spot spraying' either by quad bike or on foot. Following treatment, the weeds are allowed to die and then cleared through normal street cleaning operations approximately 3 weeks after spraying. The effectiveness of each treatment would be checked after application, and where weeds are seen not to be dying would be re-treated.

When weed spraying is not possible due to weather machinery could be used allowing for weed control all year. This would particularly assist with the control of weeds in alleyways, were machinery would be initially focused, with the intention to expand its use as the machinery proves its suitability and safety concerns are addressed.

Having a permanent team would reduce the risk of having to retrain staff as they would be retained all year. This option does give greater opportunities for introducing new methods of working and technologies. This would also provide for a more responsive service

| <b>Strengths</b>   | <b>Weaknesses</b>  |
|--|--|
| <ul style="list-style-type: none"> <li>• Does reduce our current Glyphosate usage by at least 53%</li> <li>• Familiarity with process</li> <li>• Control via direct management</li> <li>• Provides a consistent approach to delivery of the service.</li> <li>• Proven to be an effective method.</li> <li>• Reduces the number of areas involved from the contract approach in the end-to-end process.</li> <li>• The need for ongoing recruitment and retraining is reduced.</li> <li>• Operations can take place throughout the year even in poor weather.</li> <li>• It would be possible to change processes and take advantage of innovative technologies.</li> <li>• Provides the opportunity for a more responsive service.</li> </ul> | <ul style="list-style-type: none"> <li>• License for Glyphosate runs out in 2025.</li> <li>• Initial Set Up Costs to training staff would be required.</li> <li>• Capital Investment would be required both for spraying and for machinery.</li> <li>• Is not as cost-effective as the Contract option.</li> </ul> |
| Initial Revenue Set Up Costs<br>- (PPE & Training)   | £24,000  |
| Annual Revenue Costs<br>- Staff (1 FTE Band F, 8 FTE Band E)<br>- Fuel & Supplies<br>- Nomix<br>Total per year   | £278,000<br>£ 43,000<br>£ 58,000<br>£379,000   |
| Capital Costs<br>- Vehicles, Trailers & Spraying Equipment<br>- Weed Machines  | £178,600<br>£100,000 each  |



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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 23 October 2023

|                      |   |
|----------------------|---|
| <b>REPORT TITLE:</b> | <b>CARBON LITERACY TRAINING UPDATE</b>    |
| <b>REPORT OF:</b>    | <b>DIRECTOR OF NEIGHBOURHOOD SERVICES</b> |

### REPORT SUMMARY

This report supports the Wirral Plan 2021-2026 sustainable environment priority by ensuring council officers are knowledgeable and aware of the impacts Climate Emergency has on a local and global scale. It then challenges officers to commit to change on a personal and professional level using knowledge and skills developed through their training.

This matter affects all wards within the borough. The matter is not a Key Decision.

### RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee is recommended to note the Carbon Literacy training update.

## **SUPPORTING INFORMATION**

### **1.0 REASON/S FOR RECOMMENDATION/S**

- 1.1 The report outlines the progress to date on Wirral Council's carbon literacy training and target of becoming a carbon literate organisation.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 The Council could not provide carbon literacy training, however this option was not considered as it is outlined as a requirement in the Environment and Climate Emergency policy.

### **3.0 BACKGROUND INFORMATION**

- 3.1 On the 15th July 2019, Wirral Council declared an Environment and Climate Emergency at a meeting of full Council, and committed to action to address the ecological and climate crisis.
- 3.2 Since July 2020 the Council have been working with an external provider to deliver carbon literacy training to staff. Carbon literacy is 'an awareness of the carbon dioxide costs and impacts of everyday activities, and the ability to reduce emissions, on an individual, community and organisational basis.'
- 3.3 The training provides strong personal and professional development for council officers, as every individual who attends the course are required to submit a mandatory pledge. The pledge must be submitted for review within two weeks of attending and covers how they will take action to reduce carbon emissions, in their work and personal life. Once the pledge has been accepted by the Carbon Literacy Trust, the attendee will then receive their certificate stating they are now carbon literate. As well as supporting the development of staff, Carbon Literacy also provides an essential networking opportunity for current and new members of staff, particularly given the current increase in homeworking. The in-house training format is interactive and provides an opportunity to build team cohesion amongst our staff. For some, carbon literacy training may be their first time working with members of a different department within the council.
- 3.4 Recently carbon literacy training was mandated to senior & asset managers, report authors, procurement commissioners and regeneration & planning officers. This came after a report taken to Senior Leadership Team in July 2023, stated these roles held significant effect on Wirral Council's carbon emissions.
- 3.5 In 2022, Wirral Council was the first council in the Liverpool City Region to be awarded, Bronze Carbon Literate Organisation (CLO) status by the Carbon Literacy Trust, which required an organisations leader to be carbon literate. To truly embed carbon literacy into the culture of the council, the council have ambition to move beyond Bronze CLO towards Silver accreditation and train all appropriate staff to be carbon literate. To begin our progression, we are targeting all mandated staff to undertake the course and set a clear example of intent to achieve our target of being

net carbon zero by 2030. To achieve silver status the council will be required to train 533 staff. Currently 312 staff have attended the carbon literacy training, however only 170 have both attended and received their carbon literate status as approved by the Carbon Literacy Trust.

- 3.6 In addition to training council staff in becoming carbon literate it is a strong recommendation that elected members also undertake carbon literacy training to have the knowledge to adequately scrutinise the environmental and carbon impacts of council decision making. Some elected members have already undergone carbon literacy training and these are shown in Appendix 1.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 It is important to embed carbon literacy across all council services to ensure that we are making informed, environmental and carbon conscious decisions and recommendation to members, and procuring and providing sustainable services. This will help to fulfil the council commitment of becoming a net zero carbon organisation by 2030 and many cases, sustainable decision making can also lead to reduced financial costs.
- 4.2 The cost of delivering the course through a third party is £1169 for 15 employees. To train a total of 450 staff, running 2 courses per month would take a total of 15 months to deliver at a cost of £35,070 if delivered by a third party.
- 4.3 To reduce the cost of training staff it is proposed that a hybrid model of delivery is adopted. Two members of staff have undertaken training to enable them to deliver the course, and toolkits have been sought from the Carbon Literacy Project. The toolkits incur costs of approximately £1000/year plus staff time for delivery of 1 course per month and administration of the carbon literacy certificates totalling 2-3 days per month, plus an additional £10 for each carbon literacy pledge. The costs to deliver the courses will be covered by the Climate Emergency revenue budget.
- 4.4 To ensure full courses the Climate Emergency team are working with the Organisational Development team to ensure that departments will be charged for non-attendance, when reasonable circumstances or a week's notice is not provided. This will reimburse the Climate Emergency budget and incentivise officers to attend once committing to signing up for the course.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 When declaring an Environment & Climate Emergency in 2019, the council developed a Climate Emergency Policy aligning the goals of the action plan to corporate policy. The policy sets out commitments to the council's climate agenda around sustainable resource, biodiversity and transport. The final commitment of the policy recognises the council's position as a significant force for positive change in the local area, in addition to its ability to change its own ways of operating, with becoming an accredited carbon literate organisation as the first identified action.
- 5.2 The policy was approved by committee in March 2021, ensuring commitments are legally binding set out in the action plan. As Carbon Literacy is embedded in the Environment and Climate Emergency Action Plan and Policy, there is a legal

responsibility to becoming a carbon literate organisation as well as moral commitment.

## **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 Currently all training is undertaken by an external provider, delivered online through Microsoft Teams. The course is delivered by trainers accredited through the Carbon Literacy Project, and all pledge submissions are sent for evaluation and approval by the Carbon Literacy Trust.
- 6.2 The Climate Emergency team has signed up Wirral Council for Carbon Literacy Action Day (CLAD), which will require the council to deliver in person Carbon Literacy training on the 4th December. This will be done by members of the Climate Emergency and Organisational Development team, with both undertaking and passing Local Government Association (LGA) Carbon Literacy 'Train the Trainer'. This now allows both officers to deliver in person or online training for carbon literacy. Following on from this launch, during 2024 the Council will adopt a hybrid approach to training council officers, with delivery inhouse by the Climate Emergency & Organisational Development team for one session per month and external training being delivered by an external provider.

## **7.0 RELEVANT RISKS**

- 7.1 The main risk to the council achieving its corporate objective of becoming a carbon literate organisation is the completion of pledges by council officers. As previously stated, we have had 312 undertake carbon literacy training with only 170 receiving their certificate and become carbon literate. This means 142 council officers and members have undergone the training and failed to submit their pledge to the standards set by the Carbon Literacy Project or have failed to submit anything at all. This has become a strain on time and financial resources, as well as delaying the council of reaching its silver accreditation goals.
- 7.2 To resolve the issue a member of the Climate Emergency team has been tasked with driving up the number of staff submitting with pledge by a number of means, including pledge workshops, newsletters and email reminders.
- 7.3 There is also reputational risk to the council as they become under more scrutiny to achieve their net zero targets. A high profile project, the Climate Scorecards, has this year included questions on if a portfolio holder had climate change explicitly in their remit and if all councillors had received carbon literacy or equivalent training.
- 7.4 Climate Response Failure to deliver organisation target (Net Zero 2030) and boroughwide 2041 leads to increased financial costs, pressure on resources, impact on public health, reputation damage, lack of resilience) and that risks associated with this area of work are identified, managed/monitored via the team/Group/Board.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 No external consultation has been carried out in relation to carbon literacy training within the council.

- 8.2 Recently we have encouraged engagement with our carbon literacy training to external partner organisations who are supporting us on our journey to net zero by 2030. Key partners such as the Wirral Chamber of Commerce and Biffa Waste Collection Service have had senior members attended the council carbon literacy training and have reported the beneficial insights to making key changes to aspects of their day-to-day operations and working relations with the council.
- 8.3 The climate emergency team will continue to encourage staff engagement through staff newsletters, informal training and staff volunteering and engagement opportunities.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 An equality impact assessment was undertaken during the development of the Environment and Climate Emergency Action Plan on 31st July 2020 and by received & approved by the Environment, Climate Emergency and Transport Committee on the 22nd October 2020. The assessment highlighted the importance for Climate Emergency to be addressed, due to the greater impact in poorer communities and minority backgrounds it would have compared to other groups in society.
- 9.2 Carbon Literacy training helps address the findings of this assessment by informing officers of the importance of tackling the everyday challenges climate change presents to those in disadvantages backgrounds and of minority ethnicities. By applying the training to their everyday operations, officers can directly and indirectly have a positive impact on those most affected by climate change.
- 9.3 Carbon Literacy training is highlighted as one of the actions required to mitigate the potential negative impacts of climate change by, *'Staff investments via carbon literacy training across the council will also raise awareness of climate and related justice issues and how to tackle them.'*

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 The council is committed to becoming a carbon literate organisation through key documents such as the Environment & Climate Emergency Policy and Action Plan. This commitment will bring a cultural change and awareness to the impact the council's services have towards our decarbonisation and help each individual council officer who attends the course to commit to supporting decarbonisation on a professional and personal level.
- 10.2 Some of the strong pledge commitments on a professional level have been around identifying more environment & climate conscious suppliers when tendering for contracts, ensuring the scope 3 emissions are monitored and offset through a strongly critiqued tender process. Another example of training supporting reduction of carbon emissions is the personal commitments in pledges by officers which set an example for the wider Wirral and Liverpool City region communities to follow. For example, officers have committed to reducing travel in their cars when performing

everyday errands or using active travel for the school commute. These pledges help to reduce carbon emissions from daily activities.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

11.1 Becoming a carbon literate organisation and embedding it into the overall culture and every day running of the council, will have a major impact on the local Wirral community. Carbon literacy training ensures the response to the climate emergency is a corporate wide responsibility. Training will help officers become more climate conscious in their decision making, influencing their service area and outputs. We know that some of the most deprived communities are the most impacted by climate change. Ensuring that officers are making better carbon conscious decisions can positively benefit our community and ensure a just and fair transition to net zero, for example choosing local suppliers can both reduce transport emissions and support local communities and businesses.

**REPORT AUTHOR:**    **Name:** Sean Birkett  
Climate Emergency Officer  
email: seanbirkett@wirral.gov.uk

## **APPENDICES**

Appendix1- Wirral Council Carbon Literacy Training- Elected Members List- Sept 2023

## **TERMS OF REFERENCE**

This report is being considered by the Environment, Climate Emergency & Transport Committee in accordance with section (a) of its Terms of Reference, “in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response.”

## **BACKGROUND PAPERS**

Corporate Risk Register- Climate Response Failure

Environment and Climate Emergency Declaration

Environment and Climate Emergency Policy

Environment and Climate Emergency Policy Statement

Environment and Climate Emergency Action Plan

Carbon Literacy Senior Leadership Team Report

Equality Impact Assessment- The Council's Climate Emergency Action Plan (CEAP)

**SUBJECT HISTORY (last 3 years)**

| <b>Council Meeting</b>   | <b>Date</b>       |
|--|-------------------|
| <b>Council Extraordinary Meeting, Wallasey Town Hall, Wirral Council declares an Environment and Climate Emergency</b>                     | <b>05/07/2019</b> |
| <b>Climate Emergency Action Plan, Item 5, Environment, Climate Emergency and Transport Committee</b>                                       | <b>22/10/2020</b> |
| <b>Environment and Climate Emergency Policy, Item 39, Environment, Climate Emergency and Transport Committee</b>                           | <b>16/03/2021</b> |
| <b>Environment and Climate Emergency Action Plan Progress report 22/23, Item 7, Environment, Climate Emergency and Transport Committee</b> | <b>19/06/2023</b> |

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## Wirral Council Carbon Literacy Training- Elected Members List

| Number | Title | First Name | Second Name  | Attended | Submitted | Awarded |
|--------|-------|------------|--------------|----------|-----------|---------|
| 1      | Cllr  | Liz        | Grey         | 1        | 1         | 1       |
| 2      | Cllr  | Chris      | Cooke        | 1        | 1         | 1       |
| 3      | Cllr  | Allan      | Brame        | 1        | 1         | 1       |
| 4      | Cllr  | Pat        | Cleary       | 1        | 0         | 0       |
| 5      | Cllr  | Phil       | Gilchrist    | 1        | 0         | 0       |
| 6      | Cllr  | Jerry      | Williams     | 1        | 0         | 0       |
| 7      | Cllr  | Jeff       | Green        | 1        | 0         | 0       |
| 8      | Cllr  | Simon      | Mountney     | 1        | 1         | 1       |
| 9      | Cllr  | Jo         | Bird         | 1        | 1         | 1       |
| 10     | Cllr  | Steve      | Foulkes      | 1        | 1         | 1       |
| 11     | Cllr  | Jason      | Walsh        | 1        | 1         | 1       |
| 12     | Cllr  | Janette    | Williamson   | 1        | 1         | 1       |
| 13     | Cllr  | Paul       | Stuart       | 1        | 0         | 0       |
| 14     | Cllr  | Ian        | Lewis        | 1        | 1         | 1       |
| 15     | Cllr  | Sue        | Powell-Wilde | 1        | 0         | 0       |
| 17     | Cllr  | Ann        | Ainsworth    | 1        | 1         | 1       |
| 18     | Cllr  | Gail       | Jenkinson    | 1        | 1         | 1       |
| 19     | Cllr  | Mark       | Skillicorn   | 1        | 1         | 1       |
| 20     | Cllr  | Ewan       | Tomney       | 1        | 1         | 1       |
| 21     | Cllr  | Naomi      | Graham       | 1        | 1         | 1       |
| 22     | Cllr  | Ed         | Lamb         | 1        | 1         | 1       |

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## ENVIRONMENT CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

23 OCTOBER 2023

|                      |  |
|----------------------|--|
| <b>REPORT TITLE:</b> | <b>ENVIRONMENT CLIMATE EMERGENCY AND<br/>TRANSPORT COMMITTEE</b> |
| <b>REPORT OF:</b>    | <b>DIRECTOR OF LAW AND GOVERNANCE</b>                            |

### REPORT SUMMARY

The Environment Climate Emergency and Transport Committee, in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee.

It is envisaged that the work programme will be formed from a combination of key decisions, standing items and requested officer reports. This report provides the Committee with an opportunity to plan and regularly review its work across the municipal year. The work programme for the Environment Climate Emergency and Transport Committee is attached as Appendix 1 to this report.

### RECOMMENDATION

The Environment Climate Emergency and Transport Committee is recommended to:

- (1) note and comment on the proposed Environment Climate Emergency and Transport Committee work programme for the remainder of the 2023/24 municipal year.

## **SUPPORTING INFORMATION**

### **1.0 REASON/S FOR RECOMMENDATION/S**

- 1.1 To ensure Members of the Environment Climate Emergency and Transport Committee have the opportunity to contribute to the delivery of the annual work programme.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 A number of workplan formats were explored, with the current framework open to amendment to match the requirements of the Committee.

### **3.0 BACKGROUND INFORMATION**

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

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

#### **Terms of Reference**

The Environment, Climate Emergency and Transport Committee has responsibility for parks and open spaces, highways management and infrastructure, coastal protection and flood defence and environment and waste matters. It is the Committee that leads on behalf of the Council in responding to and matters concerning the Climate Emergency. The Committee is also responsible for the overview and scrutiny of flood risk management and coastal erosion management functions.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions:-

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;

- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.
- (l) in respect of Section 9JB of the Local Government Act 2000, the functions to review and scrutinise the exercise by risk management authorities of flood risk management and of coastal erosion management functions which may affect the local authority's area.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 This report is for information and planning purposes only, therefore there are no direct financial implication arising. However, there may be financial implications arising as a result of work programme items.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from this report. However, there may be legal implications arising as a result of work programme items.

#### **6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 6.1 There are no direct implications to Staffing, ICT or Assets.

#### **7.0 RELEVANT RISKS**

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

## **8.0 ENGAGEMENT/CONSULTATION**

8.1 Not applicable.

## **9.0 EQUALITY IMPLICATIONS**

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

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

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 This report is for information to Members and there are no direct environment and climate implications.

## **11.0 COMMUNITY WEALTH IMPLICATIONS**

11.1 This report is for information to Members and there are no direct community wealth implications.

**REPORT AUTHOR:** Anna Perrett  
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email: annaperret@wirral.gov.uk

## **APPENDICES**

Appendix 1: Environment Climate Emergency and Transport Committee Work Plan

## **BACKGROUND PAPERS**

Wirral Council Constitution  
Forward Plan  
The Council's transformation programme

## **SUBJECT HISTORY (last 3 years)**

| <b>Council Meeting</b> | <b>Date</b> |
|------------------------|-------------|
| <b>Standing Item</b>   |             |



## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

### WORK PROGRAMME 2023/24

Contact Officer/s: Anna Perret/Joe D'Henin

#### KEY DECISIONS – On forward plan to be scheduled October 2023 – January 2024

| Item   | Lead Departmental Officer            |
|--|--------------------------------------|
| 20mph Zones Phase 2 - Consideration of Objections and Officers Responses   | Simon Fox – December                 |
| Parking Strategy   | Julie Barnes/Steve Atkins – December |
| Experimental Motorcaravan Parking Scheme   | Steve Atkins – December              |
| Wirral Air Quality Strategy  | Jennifer McKeown - December          |
| Highways Infrastructure and Asset Management Strategy (Including Vehicle Crossing Policy and Highways Routine and Reactive Maintenance Policy) | Simon Fox/James Roberts - January    |
| Active Travel Strategy   | Julie Barnes - January               |

#### ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

| Item   | Approximate timescale | Lead Departmental Officer |
|--|-----------------------|---------------------------|
| Creation of Public Bridleway on North Wirral Coastal Defence Access Road | TBC                   | Simon Fox                 |
| Fair access to green spaces  | December/Jan          | M Cockburn                |
| Eco Schools  | December/Jan          | M Cockburn                |
| Flood Risk Update  | TBC                   | Neil Thomas               |
| Car Free Day   | TBC                   | Briefing notes            |
| Sat Nav update   | TBC                   | Briefing notes            |
| West Kirby Marine Lake Update  | TBC                   | M Cockburn                |
| Blue Flag Beaches  | TBC                   | M Cockburn                |
| Bin provision briefing note  | TBC                   | M Cockburn                |

#### STANDING ITEMS AND MONITORING REPORTS

| Item                  | Reporting Frequency  | Lead Departmental Officer |
|-----------------------|----------------------|---------------------------|
| Budget Monitoring     | Every Cycle          | Sarah Cox                 |
| Performance dashboard | Commencing July 2023 | Jason Gooding             |
| Carbon Budget         | Annually in June     | Andrew Snow               |



|                    |  |  |
|--------------------|--|--|
| Performance Report |  |  |
|--------------------|--|--|

**WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE**

| <b>Item</b>                                     | <b>Format</b>       | <b>Timescale</b> | <b>Lead Officer</b>       | <b>Progress</b> |
|---|---------------------|------------------|---------------------------|-----------------|
| <b>Working Groups/ Sub Committees</b>           |                     |                  |                           |                 |
| Car Parking Charges                             | Working Group       | Nov 2020         | Simon Fox                 | Completed       |
| Road Safety                                     | Working Group       | Jan-Feb 2021     | Simon Fox                 | Complete        |
| Hoylake Beach                                   | Working Group       | Feb 2021         | Colin Clayton/Neil Thomas | Completed       |
| Climate Emergency                               | Working Group       | December 2020    | Mike Cockburn             | Completed       |
| Active Travel                                   | Working group       | December 2021    | Julie Barnes              | Ongoing         |
| <b>Task and Finish work</b>                     |                     |                  |                           |                 |
| Allotment provision Task & Finish               | Workshop and Report | October 2020     | Alex Davidson             | Complete        |
| <b>Referral From Council</b>                    |                     |                  |                           |                 |
| Motion - Protecting Residents from Flood Risks  | TBC                 |                  |                           |                 |
| Motion – Equal Pavement Pledge                  | TBC                 |                  |                           |                 |
| <b>Training</b>                                 |                     |                  |                           |                 |
| Biodiversity training for committee/all members |                     | TBC              |                           |                 |

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- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
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- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.
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