



## Environment, Climate Emergency and Transport Committee

<b>Date:</b>	<b>Monday, 14 June 2021</b>
<b>Time:</b>	<b>6.00 p.m.</b>
<b>Venue:</b>	Floral Pavilion

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

## AGENDA

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

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

- 4. MINUTES (Pages 1 - 14)**

To approve the accuracy of the minutes of the meeting held on 16 March 2021.

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

### **5.1 Public Questions**

Notice of question to be given in writing or by email by 12 noon, Wednesday 9 June 2021 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 10.

### **5.2 Statements and petitions**

Notice of representations to be given in writing or by email by 12 noon, Wednesday 9 June 2021 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. The person presenting the petition will be allowed to address the meeting briefly (not exceeding one minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. Please give notice of petitions to [committeeservices@wirral.gov.uk](mailto:committeeservices@wirral.gov.uk) in advance of the meeting.

### **5.3 Questions by Members**

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

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

- 6. CAR PARKING CHARGES OPTIONS REPORT (Pages 15 - 36)**
- 7. CARBON BUDGETS: 2019/20 BASELINE TO 2027/28 (Pages 37 - 52)**
- 8. CARBON BUDGET PERFORMANCE REPORT 2020/21 (Pages 53 - 68)**
- 9. PROGRESS UPDATE ON BIODIVERSITY ACTIONS (Pages 69 - 76)**

## **SECTION B - BUDGET AND PERFORMANCE MANAGEMENT**

- 10. 2021/22 BUDGET MONITORING AND 22/23 BUDGET PROCESS (Pages 77 - 96)**
- 11. CAPITAL AND REVENUE BUDGET MONITORING QUARTER 4 (Pages 97 - 104)**

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

- 12. APPOINTMENT OF PANELS, STATUTORY / ADVISORY COMMITTEES AND WORKING PARTIES 2021/2022 (Pages 105 - 112)**
- 13. APPOINTMENTS TO WIRRAL FLOOD & WATER MANAGEMENT PARTNERSHIP (Pages 113 - 120)**
- 14. WORK PROGRAMME UPDATE (Pages 121 - 128)**

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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

Present: Councillor EA Grey (Chair)

Councillors C Cooke T Norbury  
B Berry I Williams  
H Cameron A Wright  
S Foulkes A Brame (In place  
C Muspratt of A Corkhill)

### 32 WELCOME AND INTRODUCTION

The Chair welcomed everyone to the meeting.

### 33 APOLOGIES

Councillor Andy Corkhill had submitted apologies for absence.

### 34 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

There were no declarations of interests.

### 35 MINUTES

**Resolved – That the minutes of the meeting of the Environment, Climate Emergency and Transport Committee held on 1 February 2021 be approved and adopted as a correct record.**

### 36 PUBLIC QUESTIONS

One question had been received, for the Chair.

**Question from Sue Noyce** - Although it would be reassuring to know that environmental concerns are instrumental in shaping every aspect of every policy decision taken in Wirral it is clear this is not yet the case. While issues such as cutting green spaces only to encourage wild flower regeneration and not to make places 'tidy', tree regeneration rather than planting, no 'pruning' of bushes with chainsaws, consulting with local conservation groups and explaining these decisions to the public are all important. Local conservation experts consider the spread of rhododendron to be the most pressing issue facing Wirral habitats currently. Could you please advise us of what measures, if any, the council is already taking to check the spread of this

invasive species and what actions may be under consideration to take place in the near future?

**Response from Councillor Liz Grey** - I want to clarify a few points that you made, we are engaged in significant rewilding of green spaces, our tree strategy makes very clear of plans to use natural regeneration, not just tree planting in our pledge to double tree cover by 2030. I agree that consultation and engagement is important. I ask that officers liaise with councillors and residents over our rewilding and regeneration projects in all areas that are not sensitive or are non-protected sites. I agree that rhododendron spread is a problem in some areas.

Our Wirral Parks and Countryside Officers work with many Friends of Parks groups, volunteer groups and other stakeholders. They also work with and take advice from Natural England who undertake condition assessments of the nationally protected sites (Sites of Special Scientific Interest) and Wirral Wildlife (Cheshire Wildlife Local Group) who undertake ecological surveys and advise the local authority on the condition of the locally designated Local Wildlife Sites.

Using this information, plans are produced to assist and inform of individual park management policies and may make specific reference to Rhododendron. In the Grange Hill Management Plan for example the following is noted: Rhododendron occurs in places and should be controlled to prevent further encroachment. Where conditions are suitable, Rhododendron can out-compete most native plants. It can grow to many times the height of a person, allowing very little light to penetrate through its thick leaf canopy. This can eliminate other native plants which are unable to grow due to insufficient light. This in turn can lead to the loss of associated native animals.

Some sites have specific conservation objectives which may be part of a Countryside Stewardship Agreement with Natural England. At Brotherton Park and Dibbinsdale Local Nature Reserve the 5-year Conservation Management Plan included the following: Rhododendron management began in 2012, it has been cut and left to grow as small bushes while other species move in. This is to maintain the stability of the escarpment before the rhododendron is stump treated or removed. At Eastham Country Park Rhododendron is mentioned where it occurs within the old Victorian Pleasure Gardens: However certain species, namely laurel and rhododendron, are able to spread fast and often outcompete much of the native flora so the ranger alongside volunteers regularly cuts back and removes these species to prevent spreading to the rest of the woodland.

The above are references to some work that takes place within Wirral's parks regarding Rhododendron. It's important to note that Rhododendron species are not listed as an invasive non-native species of special concern by the Government and therefore in places (such as the old Victorian Pleasure Gardens at Eastham) it is managed as an ornamental plant. If Rhododendron

is identified as a specific problem on a site we would include it in the site management/action plan and if people have concerns about Rhododendrons growing at a specific site we would, of course, be happy to survey the area and action as appropriate.

The last 12 months have required Government to reassess grants and other financial support for conservation projects. Where possible though we will continue to look at Countryside Stewardship and other grants to assist with control of Rhododendron on our nationally protected sites and continue to manage our Local Wildlife Sites, parks and countryside areas with the valued support from our Friends groups and other volunteers.

## 37 **STATEMENTS AND PETITIONS**

One statement had been received from Gail Jenkinson regarding a substantial number of road safety measures that have been raised by the residents of Greasby, Frankby & Irby.

When we've been campaigning around Greasby from Frankby and Irby, the biggest thing that comes up is road safety obviously depending on where the person lives it is different issues but nevertheless it's road safety. In 2019 we took a informal survey just along a few roads in Greasby including what we call the Way Road which is East Way, West Way, Broadway, Greenway and also the RAF estate we asked three simple questions which were: do you think that the speed limit around schools should be reduced to 20 miles an hour? Almost universally the answer was yes except for those people who thought it should be lower. Do you think the residential roads in Greasby should be reduced to 20 miles an hour? Broadly in favour about 60%. Do you think all roads in Greasby? And the answer for that was round about 25% in favour but bearing in mind we didn't talk to anybody who lived on Greasby Road, Arrow Road, Mill Lane just because of time because of the election and a pandemic got in the way of carrying on the survey. Nevertheless we have still found a number of issues relating to road safety because of course as with most of the Wirral when the houses were built for the residents to live in they did not anticipate so many cars or even cars could go so fast or cars that will be going backwards and forwards all day.

Indulge me a little whilst I go down memory lane, as a child we used to sit on one of the residential walls on Greasby Road when the new number plates came out and we would wait minutes before cars would come along never mind waiting for a car to come along with a new number plate. When these houses were built there was no anticipation of this amount of traffic and also places like Brookdale School had its 50th anniversary a few years ago I think that was built in 1962 and Greasby Juniors, Greasby Infants were around before then. The churches were also placed before then Our Lady of Pity has been there for a long time which is on a bend on Mill Lane so what we are

asking please is if road safety measures could be put in place. I've sent a letter to Councillor Grey itemising them all and I don't think it's useful for me to go through all of them here because it would just be dreadfully dull but nevertheless there are quite a few junction's we generally have a lot of speeding on residential roads notably round the Way roads the main roads like Irby Road subject to a lot of speeding, Hill Bark Road since the invention of SAT NAV a lot of heavy lorries are being directed down Hill Bark Road which is clearly unsuitable and we have farm traffic going up and down but inevitably farm traffic is very slow it is familiar with the road but large lorries going at the speed limit along Hill Bark Road are just dangerous for start they cover more than half the road so can collide with oncoming traffic, there is a danger to oncoming traffic. Pump Lane with the speed limits being as they are people tend to speed through them and also anticipate as they're going out agreed to be ramping up their speed, the RAF estate itself should have a 20 mile per hour limit but the sides have long since disappeared, Reverend Lester who is the vicar at Our Lady of Pity church he has confirmed and a number of his congregation have said to us, which is coming out of the church on a Sunday is very difficult particularly because the congregations are more elderly so coming out of the church across the road on Mill Lane on a bend by Barker Lane is just very difficult and quite dangerous and possibly the biggest site of accidents is the junction, so Greasby village shops where you come down through the village there is a crossroads actually but it's not marked as a crossroads you can come out of McDonald Drive turn left into Greasby Road or go straight to Arrowe Road and the amount of parked cars there particularly when cars are speeding down through the village which they do as downhill there have been a number of accidents and while we know that our funds are limited and you go mostly where there are more fatalities there have been so many accidents there were people have been injured for months and it's affected their lives that we would ask particularly that you look around there but in addition to that is the schools I know you have been looking at that but we really need our schools to be safer, myself I live right near Brookedale School and the amount of cars speeding down there in the morning because the late is ridiculous 40 mile an hour on a residential Road just because they're late it's wrong so if I could ask the committee considered all these points and the rest of the points that have made in my letter is a single major concern for residents Greasby, Frankby and Irby and I would appreciate your attention thank you.

Councillor Grey thanked Gail for her statement and mentioned that she had been out collecting road safety concerns for residents with Gail and others in this area and other areas. The experience had informed her as she was going into the Road Safety Working Group and the recommendations were being voted on later in this Committee meeting.

## 38 **QUESTIONS BY MEMBERS**

There were no questions by Members.

## 39 ENVIRONMENT AND CLIMATE EMERGENCY POLICY

The report of the Director of Neighbourhood Services presented the Council's Environment and Climate Emergency Policy (attached as Appendix 1 of the report), following the work undertaken by Committee's delegated task & finish group.

The proposed Policy was ambitious and proposed that the Council aimed to achieve 'net carbon neutrality by 2030.' The development of the Council's Environment and Climate Emergency Policy had been supported by third party climate change experts, 'Local Partnerships,' who had confirmed that the Council achieving net carbon neutrality in 10 years was an ambitious but achievable target.

The Environment and Climate Emergency Policy provided the basis for the Council's journey to becoming carbon emissions neutral within the decade. It recognised that all aspects of the Council's function, ways of working, decision making, and service delivery would change to address the environment and climate emergency.

Mike Cockburn, Head of the Environment and Climate Emergency Service, introduced the report and informed Members that there was a dedicated climate emergency budget and there would be a future report with a financial plan, as well as reports at key milestones and key achievements.

Members asked questions which brought out additional details such as:

- That the annual tree planting target (20,000 a year for ten years) had slipped for 2020 but would catch up with schemes such as offering trees to garden waste subscribers, working with schools and recruiting a Tree Landscape Manager.
- Engagement with residents about planting would be undertaken by the new Manager.
- Pollarding would be avoided where possible.
- Larger trees which had to be felled were to be replaced by several new trees but not necessarily in the same location if this was inappropriate.
- There was a plan to have a simplified 'dashboard' of headline statistics for ease of viewing.

### **Resolved - That**

- (1) the work of the Members' Task & Finish Group in developing recommendations for the Council's Environment & Climate Emergency Policy be noted.**
- (2) the Council's Environment & Climate Emergency Policy be approved.**

## 40 LITTER AND DOG FOULING UPDATE

The report of Director of Neighbourhood Services provided an update to Members regarding litter collection and treatment in Wirral and summarised the proposed Dog Fouling Strategy, following a request at Committee on 22 October 2020 for an update regarding litter in Wirral and what happened once it had been collected. Since the beginning of the Covid-19 pandemic restrictions at the end of March 2020 Wirral had seen a 53% increase in street cleansing waste collected. Online reports of dog fouling had also increased by 23%. The Council was to follow set stages to tackle hot spot locations of dog fouling and litter, including Intelligence-led decision making, enabling, education, engagement and enforcement. All collected litter and street cleansing was sent with Wirral's household waste to the energy from waste facility in Teesside, where it was burned to generate heat and electricity. None of the litter was separated for recycling, due to high levels of contamination (non-recyclable materials, food and liquids).

Mike Cockburn, Head of the Environment and Climate Emergency Service, presented the report and gave additional details such as that residual household waste had increased due to home working. Footfall had increased in coastal locations which was challenging the volume of litter bins there, although there was an increase in volunteering litter-pickers such as Wirral Wombles. Regarding dog fouling there would be an audit of bins as some were in the wrong place, and an expansion of the dispensing boards for waste bags. A Communications campaign was planned as well as engagement with user groups and individuals.

Members asked questions with drew out additional details including:

- Residual waste may have to be restricted to incentivize recycling.
- Wirral would need to work with Liverpool City Region to make food recycling work.
- There was new legislation expected from Government which would make food recycling statutory.
- Members appreciated the work of the litter-picking volunteers.

### **Resolved - That**

- (1) the report be noted.**
- (2) the new staged approach to litter and dog fouling be supported. The information gathered will be used to develop the dog fouling strategy.**

## 41 'GEAR CHANGE' DEPARTMENT FOR TRANSPORT PLAN FOR CYCLING AND WALKING

The report of the Director of Regeneration and Place presented 'Gear Change', the Department of Transport's Cycling and Walking Plan for England and the associated cycle infrastructure design guidance contained in Local

Transport Note 1/20. The Plan and guidance promoted the consideration of active travel in all infrastructure schemes, coherently across different schemes and to a high standard in order to access Government funding.

Simon O'Brien, the Liverpool City Region Cycling and Walking Commissioner, presented the report and answered questions, noting that:

- that consultation was important as schemes may be disruptive although they would have benefits in health and wellbeing.
- The Plan should enable shorter journeys to be undertaken safely which should encourage more active travel.
- Car infrastructure had been the focus for over 40 years yet journeys were not necessarily faster.

**Resolved -**

**That the publication of the Department for Transport Cycling and Walking Strategy 'Gear Change' and the associated cycle infrastructure design guidance contained in Local Transport Note 1/20 be noted.**

42 **COMBINED AUTHORITY TRANSPORT PLAN (INTEGRATED TRANSPORT BLOCK) PROGRAMME 2021/22**

The report of the Director of Neighbourhood Services sought approval for the Council's Combined Authority Transport Plan Integrated Transport Block programme for 2021/22 (subject to the finalisation of discussions with the Liverpool City Region Combined Authority) and to allocate it to priorities and projects as outlined in the report, focussing on schemes having the most effect for people across the borough within available resources.

Simon Fox, the Assistant Director for Highways and Infrastructure, presented the report, reminding Members that this was an annual report setting out how we proposed to utilise funding from Liverpool City Region.

**Resolved - That**

- (1) **the Director of Neighbourhood Services be authorised to accept the grant funding allocated to Wirral Council by Liverpool City Region Combined Authority for the 2021/22 Combined Authority Transport Plan;**
- (2) **the proposed Combined Authority Transport Plan Integrated Transport Block programme for 2021/22 as set out in Appendix A to this report be approved; and**
- (3) **the Director of Neighbourhood Services, in consultation with the Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee be authorised to amend the programme having regard for available resources and risk-based prioritisation of schemes.**

43 **HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2021-22**

The report of the Director of Neighbourhood Services sought approval for the proposed programme of surfacing work and footway works so that supplier engagement and detailed design could commence, enabling the works to be completed in 2021/22.

Simon Fox, the Assistant Director for Highways and Infrastructure, informed Members that this was an annual report to set out how it was proposed to use Wirral Council's share of funding money from the Liverpool City Region. The latest funding amount was expected to be lower by £30 million but more funding may be received throughout the year.

**Resolved - That**

- (1) the programme of works for Carriageway Improvements – Classified Roads 2021-22 as set out in Appendix 1 of this report be approved;**
- (2) the programme of works for Carriageway Improvements – Unclassified Roads 2021-22 as set out in Appendix 2 of this report be approved;**
- (3) the programme of works for Footway Improvements 2021-22 as set out in Appendix 3 of this report be approved, and**
- (4) the Director of Neighbourhood Services, in consultation with the Chair and Party Spokespersons of the Environment, Climate Emergency and Transport Committee, be authorised to amend the delivery of the programmes having regard for available resources and risk-based prioritisation of locations selected for treatment.**

44 **HIGHWAYS SERVICE DELIVERY 2021 TO 2026**

The report of the Director of Neighbourhood Services recommended that the delivery of highway services in Wirral be continued on an 'inhouse plus top-up' delivery model basis, with key contracts for the supply of civil engineering and structural maintenance works provision being re-procured.

Simon Fox, the Assistant Director for Highways and Infrastructure, presented the report, noting that it included a list of current and proposed top up contracts.

**Resolved - That**

- (1) the continuation of the Council's highway service delivery on an in-house plus top-up model basis, as outlined in section 2.0 of this report be endorsed;**
- (2) the contract and procurement strategy set out in section 4.0 of this report be approved, and**
- (3) the Director of Neighbourhood Services, in consultation with the Chair and Party Spokespersons of the Environment, Climate**

**Emergency and Transport Committee, to amend the number and scope of support service contracts set out in Appendix 1 to the report, as may be necessary to maintain effective statutory service provision be authorised.**

45 **ROAD SAFETY WORKING GROUP - FINAL REPORT**

The report of the Director of Neighbourhood Services followed a Motion agreed at Council on the 21 October 2020 on 'reducing road casualties'. It tasked the Committee to review and refresh earlier work that had been undertaken on the introduction of 20mph speed limits on all residential roads across the Borough with a view to making progress with their introduction.

A Road Safety Working Group had met several times, hearing from campaigners and the Council's road safety team, had discussed the issues and came up with recommendations.

Simon Fox, the Assistant Director for Highways and Infrastructure, presented the report and informed Members that road accident injuries had reduced over 20 years in real terms and relative to other areas but there was a desire to reduce them further.

Members debated the issue of 20mph areas. Councillor Tony Cox moved a Motion that the resolution be approved subject to  
'recommendation bullet points 5 and 6 in the report be removed and replaced by 'the Committee resolves that 20 mph zones be considered in known accident hotspots. This is to be data driven and officers are to return to this Committee and report back on identifying potential roads'.'

Councillor Allan Brame then moved a motion to approve the recommendations in the report subject to replacing resolution (3) with:  
'Furthermore, the Committee recognises that a lower speed limit will help reduce the actual and perceived danger on the streets, and take a step towards reclaiming the streets as a social place where neighbours interact with each other and encourage more children to walk or cycle to school. Slower traffic speeds can enable the elderly to travel independently and safely. Accordingly, officers are requested to prepare a scheme to make Wirral a 20 mph Borough. Residential roads should be designated as 20 mph limit areas, with signage and road markings alone, except in isolated cases where traffic calming measures might be necessary.'

This was seconded by Councillor Chris Cooke.

Members debated the motions and noted that potential damage more than doubled between 20 mph and 30 mph.

Councillor Alison Wright then seconded Councillor Cox's Motion.

Councillor Brame's Motion which was seconded first was then voted on with 7 for and 4 against.

**Resolved (7:4) - That**

- (1) the final report of the road safety working group be considered;**
- (2) the recommendations of the Road safety Working Group Final Report attached as appendix 1 to the report be approved; and**
- (3) Furthermore, the Committee recognises that a lower speed limit will help reduce the actual and perceived danger on the streets and take a step towards reclaiming the streets as a social place where neighbours interact with each other and encourage more children to walk or cycle to school. Slower traffic speeds can enable the elderly to travel independently and safely. Accordingly, officers are requested to prepare a scheme to make Wirral a 20 mph Borough. Residential roads should be designated as 20 mph limit areas, with signage and road markings alone, except in isolated cases where traffic calming measures might be necessary.**

Since Councillor Tony Cox's motion would have negated the resolution, Councillor Tony Cox's fell.

46 **HOYLAKE BEACH WORKING GROUP - FINAL REPORT**

The report of the Director of Neighbourhood Services provided an update on one of the recommendations from the meeting of the Environment, Climate Emergency and Transport Committee of 3rd December 2020 to 'Produce a Communications Strategy for the development of the beach management plan for Hoylake in consultation with a politically proportionate working group'. Members of the working group attended a meeting to discuss and make recommendations on a communications strategy for the development of the beach management plan for Hoylake. The report was a summary of that meeting which was held on 22 February 2021.

Members questioned several aspects of the issues and whether a weighting should be given to the views of local residents in any consultation. The anticipated 2023 end of the study was also queried although it was explained that this was determined by full growing seasons to get a sufficient data.

Councillor Alison Wright proposed an amendment that

'It is proposed that a 2 fifths area of the amenity beach be raked to provide a controlled environment in order to deliver data as to the benefits, or disadvantages, of both raking and allowing foliage to grow.'

This was seconded by Councillor Tony Cox and debated.

The Chair read out the following statement from RSPB:

‘The protection and restoration of natural ecosystems, including coastal habitats such as dunes and saltmarsh, is important not only as a means to provide shelter and food for a raft of rare and endangered species, but these areas can also play a vital role in flood resilience and carbon storage. The naturalised section at Hoylake Beach has proven to be a success for nature attracting species such as snow bunting. It will also be playing its part in mitigating the effects of climate change. It is estimated that coastal habitats represent up to 6.8 million tonnes of carbon captured and stored per year globally; while healthy saltmarshes can sequester almost 10 times as much carbon as terrestrial forests over the same area.

We also know these nature rich areas are valued by local communities. In May, a survey conducted by YouGov on behalf of the RSPB sought the views of adults in the UK on the role of nature in our communities during the Coronavirus crisis. 86% of respondents in North West England agreed that living close to spaces that are rich in wildlife and nature is an advantage during the Coronavirus (COVID-19) outbreak; 91% agreed increasing the amount of accessible nature-rich green space will help to improve people's general health, well-being and happiness.

It is clear that the naturalised area of Hoylake Beach now plays an important role is supporting the local ecosystem, and we therefore urge the council to continue their sustainable management of the foreshore, with no further removal of vegetation, raking, or glyphosate spraying. Naturalisation of sections of beach have been successfully applied elsewhere in the region; for example, Southport beach where Sefton council allowed sections to ‘green over’, promoting and defending the position with residents. We are in the midst of ecological, climate, and health crises, and now more than ever we need the support of local government to protect and enhance nature rich green spaces such as Hoylake Beach.’

The amendment was voted on with five for and six against so was declared lost. The Chair then proposed the original recommendations. This was seconded by Councillor Tony Norbury.

**Resolved (7:4) - That**

- (1) the report and its contents be noted,**
- (2) the recommendations contained within Hoylake Beach Working group final report which is attached to this report as appendix 1 be noted.**

## HOYLAKE BEACH MANAGEMENT UPDATE

The report of the Director of Neighbourhood Services provided an update on the recommendations from the meeting of the Environment, Climate Emergency and Transport Committee of 3rd December 2020 to:

- Procure an independent study as a scientific evidence base upon which to develop future management options for Hoylake beach.
- Produce a Communications Strategy for the development of the beach management plan for Hoylake in consultation with a politically proportionate Working Group.
- Produce a specification for a request for assent of non-vegetation management activities. The future management of Hoylake beach strategically aligns with both the Sustainable Environment and Safe and Pleasant Communities themes of the Wirral Plan 2025.

Colin Clayton, the Assistant Director for Parks and Environment, presented the report with Neil Thomas, the Senior Manager for Flood and Coastal Risk Management. He noted that the budget was from the Climate Emergency Fund, that the report reflected the outlook from working group, and that consultation would only take place once the scientific study was completed and the knowledge base established.

Members questioned aspects of the issue which drew out additional information including:

- That the drain outlets were cleared by the highways team following the noting of an issue in regular inspections.
- Much data was available on beach, sediment and aerial photography, but the ecological data was required before decisions could be made.

The Chair, Councillor Liz Grey, proposed an amendment to accept recommendations 1 and 2 and slightly amend 3 to include

‘To approve the submission to Natural England of a plan to manage wind blown sand at Hoylake beach and associated highway network and a corresponding Habitats Regulations Assessment, in consultation with the Coastal Advisory Group of regional beach management and ecology. This Group of experts has already been established and officers have met with them previously. They are prepared to give Wirral Council expert advice, free of charge and could save Council taxpayers' money, possibly reducing the need for expensive consultants in future.’

This was seconded by Councillor Chris Cooke.

### **Resolved (6:4) - That**

- (1) the procurement brief and specification for an ecological and geomorphological study, as set out in Appendix A to this report, be approved and to agree to the procurement of a study as a**

- scientific evidence base upon which to develop future management options for Hoylake beach.
- (2) the draft Communications and Engagement Strategy for the development of the Hoylake Beach Management Plan as set out in Appendix B to this report be agreed.
  - (3) the specification for the continuation of non-vegetation management activities at Hoylake beach, as set out in Appendix C to this report be approved, and the submission to Natural England of a plan to manage wind blown sand at Hoylake beach and associated highway network and a corresponding Habitats Regulations Assessment, in consultation with the Coastal Advisory Group of regional beach management and ecology be approved. This Group of experts has already been established and officers have met with them previously. They are prepared to give Wirral Council expert advice, free of charge and could save Council taxpayers' money, possibly reducing the need for expensive consultants in future.

#### 48 **2020/21 REVENUE AND CAPITAL BUDGET MONITORING FOR QUARTER THREE**

The report of the Director of Neighbourhoods provided a summary of the projected year-end revenue and capital position as at the end of Quarter 3 (December 2020) of the 2020/21 financial year. The Council's response to the Covid-19 pandemic continued to present financial risk due to uncertainty and fluidity in the external environment. The overall financial position for the Council remained challenging, and a number of actions were in progress to mitigate the overall forecast position presented at quarter 3, including limiting spending to essential areas of service delivery only, with Corporate Directors supported to mitigate the risk of overspending.

Sarah Cox, Senior Finance Business Partner, presented the report and noted that the yearend forecast was £3.184 million adverse due to loss of garden waste and car parking income, though some of that would be mitigated by claiming back the maximum (about 75%) from Government.

##### **Resolved - That**

- (1) the adverse year-end forecast position presented at Quarter 3 of £3.183m be noted.
- (2) the impact of funding and expenditure as a direct consequence of Covid-19 be noted, including the additional funding sources which have been identified, but as yet, not received.
- (3) the year-end forecast capital position for Environment, Climate Emergency and Transport Committee presented at Quarter 3 be noted.

**WORK PROGRAMME UPDATE**

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

The Chair, Councillor Liz Grey, proposed an amendment to say that  
'Members note and agree the proposed work programme and request that the Active Travel items listed here are retained in this Committee along with the Active Travel Strategy and that, noting the significant overlap with the terms of reference of the Economy, Regeneration and Development Committee, we work jointly on active travel issues which affect economy, regeneration and development.'

The was seconded by Councillor Tony Norbury.

**Resolved(unanimously) - That  
Members note and agree the proposed work programme and request that the Active Travel items listed here are retained in this committee along with the Active Travel Strategy and that, noting the significant overlap with the terms of reference of the Economy, Regeneration and Development Committee, we work jointly on active travel issues which affect economy, regeneration and development.**



## **ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE** **Monday, 14 June 2021**

<b>REPORT TITLE:</b>	<b>CAR PARKING CHARGES OPTIONS REPORT</b>
<b>REPORT OF:</b>	<b>NICOLA BUTTERWORTH, DIRECTOR OF NEIGHBOURHOOD SERVICES</b>

### **REPORT SUMMARY**

This report considers alternative options for parking charges in 2021/22 and beyond.

Parking charging policy can influence public behaviour and outcomes and may be used to help support proposed council plan objectives. Depending upon the options selected any decision has the potential to support the refreshed Wirral Plan 2021 to 2026 priorities of a Sustainable Borough and Inclusive Economy.

At the Budget, Policy and Resources Committee on Wednesday 17th February 2021, a revised set of budget proposals included a further £1 million to be achieved through 'additional and increased parking charges and whole scale car parking review'. During this committee members resolved that further work be undertaken by the Environment, Climate Emergency and Transport Committee in respect of car parking charges to develop and implement proposals in line with the agreed Budget and for the Policy and Resources committee to be updated accordingly. Full Council at its meeting of 1 March, unanimously agreed the saving of £1m from additional and increased parking charges and whole scale car parking review as part of the 2021/22 annual budget.

Any decision may also support Objective 2 of the Wirral local plan 2020 – 2035 to 'Promote safe, efficient and sustainable travel, improve accessibility, connectivity, and ease of movement, which reduces the need to travel by private car and encourages healthy lifestyles. Direct new development to locations which will provide easiest access to existing centres, high-frequency public transport corridors, pedestrian and cycle routes'.

This matter affects all Wards within the Borough.

This decision is a key decision.

### **RECOMMENDATIONS**

- 1) To ensure the Environment, Climate Emergency and Transport Committee fulfil its obligations as agreed at the meeting of the Full Council on 1st March 2021 members of this committee are recommended to choose from the various car parking charges options included at Appendix 3 to this report in order to meet the agreed saving of

£1m from additional and increased parking charges and whole scale car parking review as part of the 2021/22 annual budget.

- 2) This Committee delegates authority to the Director of Neighbourhood Services to implement the decision of this Committee and the parking charges option selected as soon as is reasonably practicable.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR RECOMMENDATION**

- 1.1 A report was initially considered by the Policy and Resources Committee on the 7th of October 2020 presented by the Director of Neighbourhood Services. The Committee were asked to consider a number of alternative options for parking charges in 2020/21 and beyond. At the request of the Policy and Resources Committee the Environment Climate Emergency and Transport Committee appointed a working group to consider options and the recommendations of the Environment Climate Emergency and Transport Committee working group were considered at its meeting on the 3rd of December 2020 and referred to the Policy and Resources Committee on 20<sup>th</sup> January 2021. The Policy and Resources Committee on 20<sup>th</sup> January 2021 resolved to immediately reinstate parking charges at all locations and at current 2020/21 tariffs and the Director of Neighbourhood Services was requested to bring a further report on car parking charges options to the Environment Climate Emergency and Transport Committee following the May 2021 elections.
- 1.2 A budget proposal to increase income from car parking charges has been approved by Council to contribute to the budget deficit. If the council does not secure additional income from parking, then there is a risk that the council will not secure the long term funding required to cover the cost of maintaining the parking assets, which in turn will impact upon the visitor economy for the borough.
- 1.3 Under the Traffic Regulation Order Procedure Regulations there is an important requirement to undertake statutory consultation to any proposed Traffic Regulation Order.
- 1.4 If parking charges are not increased and /or further charges are not introduced into new areas, then the budget pressure for this 2021/22 financial year would be a £575,000 deficit for existing car parking income plus a shortfall of up to a further £1 million pound from proposed budget saving options associated with charging for car parking. To compensate for this, alternative savings would have to be found from elsewhere within the Council's budget.
- 1.5 The parking charges options of either a flat rate tariff increase or standardising charges and rolling out charging elsewhere with a focus for on street coastal and tourist visitor areas has the potential to support the Council's reducing inequality across the borough priority.
- 1.6 The various charging option recommendations that the Environment Climate Emergency and Transport Committee are recommended to consider and select from are all included in Appendix 3 to this report and summarised in section 2.0 of this report.

### **2.0 OPTIONS CONSIDERED**

- 2.1 Appendix 1 contains a table of current 2020/21 parking tariffs and past 3-year income figures (excluding 2020/21 as charges were suspended for the majority of this year).

- I. As seen in Appendix 1 Wirral's parking charges differ in different locations. There are many reasons for this which can include demand management and managing commuter parking or shopper type parking by encouraging longer or shorter stays in certain areas through lower or higher tariffs. Parking charges may also be used to discourage the use of the private motor vehicle.

2.2 Appendix 2 shows the effects of increases to existing car parking charges.

- II. If the increased car parking charges highlighted in this report are agreed at a £1 increase to all tariffs and implemented from July 2021 then this will only realise a part year saving of £560k (once the drop in usage following COVID has been factored) for 2021/22. So, if £1m is required all in 2021/22, the increase would need to be in excess of £1.50. From previous experience the impact of any increase in parking charges is a dip in usage, however such a single hike in charges to realise an additional £1m pound of income brings a risk that users refuse to pay the charges and seek parking elsewhere. We could expect to see a drop in usage by up to almost 30%. Usage does tend to recover over time, but this can take up to 12 months or longer.

2.3 Appendix 3 indicates various options for different parking charging strategies, which could be implemented from 2021/22 in order to achieve the budget option, including: description; potential outcome; climate emergency/active travel implications; timescales; resources requirements; budget implications and further comments.

- III. Due to the legal Traffic Regulation Order making process required for the introduction of new charges and based on previous experience of implementing new parking charges any of these other options are unlikely to be implemented until at least January 2022. The net income for 2021/22 would therefore be estimated at £185,000 **and these options in full also require circa £1.2m of capital investment for equipment etc**, the financing of which would need to be agreed.

2.4 A further option (Option 4, Appendix 3) would be to **standardise the parking charges** across all existing on and off street locations including the country parks. The proposed tariff structure would be:

- 1 hour - £1,
- 2 hours - £2,
- 3 hours - £3,
- 4 hours - £4
- all day parking - £5.

Standardising charges will make it easier for the public to understand our parking charges and use our parking areas. It eliminates any inequalities by having different charges in different areas of the Borough.

- IV. Some areas will see a rise in some tariffs i.e. the 50p for 1 hour tariff at the country parks would rise to £1 and the £2 all day parking tariff would rise to £5,

- V. whilst other tariffs will see a reduction i.e. the £1.20 for 1 hour tariff in Birkenhead would reduce to £1 and the £8 all day parking tariff in the short stay on-street areas of Birkenhead would reduce to £5.

If members agree to standardise tariffs and to implement parking charges into new areas, then these new charges would also be at the standardised tariffs.

- 2.5 A combination of the various options is possible such as a flat rate increase of 50p to generate £500,000 (2022/23) or standardise all current charges at £1 per hour up to £5 for all day and then generate the rest from two or more of options 1 to 3 in Appendix 3 but these could only be introduced from January 2022 **and also require circa £1.2m of capital investment:**

- VI. Introduce charges into off-street car parks that are currently Free i.e. Bromborough, Bebington, Irby, Hoylake, New Brighton etc. - £300,000 (£75,000 in 21/22);
- VII. Introduce on-street charges into town centre areas other than Birkenhead e.g. New Brighton, West Kirby, Hoylake, Heswall, Moreton etc. – £200,000 (£50,000 in 21/22);
- VIII. Introduce parking charges into coastal locations e.g. New Brighton, West Kirby, Leasowe, Hoylake - £250,000 (£60,000 in 21/22)

- 2.6 Members are also recommended to consider the introduction of a **new motorhome daily parking tariff** where appropriate on certain car parks. A motorhome is typically a motor vehicle equipped with some of the amenities of home e.g. cooker, fridge, toilet, sleeping facilities etc. These types of vehicles can often take up more than one standard car parking space, therefore a tariff of up a maximum of £15 per day for motorhome vehicle parking is anticipated. The Councils commercial team is developing options for the overnight parking of motorhomes and leisure vehicles at a dedicated commercial location with provision for facilities. This is subject to separate ongoing discussions with the members of The Tourism, Communities, Culture and Leisure Committee.

### **3.0 BACKGROUND INFORMATION**

- 3.1 The Council's budget for 2021/22 includes a net surplus income target of £1,450,000 for the parking service in Highways & Infrastructure, Neighbourhoods directorate. This is derived from £2.95m income, £2.3m of which is from parking ticket sales, and £1.5m expenditure (including all service costs).
- 3.2 Statutory powers cannot be used to raise revenue for general council services, nor can charges be raised with the deliberate intention of financing traffic related expenditure other than to cover the cost of on and off street parking with a modest surplus for contingencies. Income raised from charges for the use of car parks can be used to defray the cost of ensuring the safe use of infrastructure in, or serving the car park e.g. maintenance of access roads, footpaths, railings, speed bumps, signs etc. as well as resurfacing and maintaining the car park itself and the council's administrative costs in collecting the charges and maintaining the infrastructure. The majority of the council's parking income comes from off-street parking. Historically, any surplus income from parking charges is used to contribute to the council's overall highways and infrastructure service's net overall budget, which is £7.4million

in 2021/22. This service delivers statutory functions and the repair and maintenance of all the council's highway infrastructure, including car parks. None of the recommended options included in this report will contravene the Council's statutory powers in respect of the income generated from parking charges.

- 3.3 Following the suspension of all car parking charges in April last year, and following several Covid-related lockdowns, charges were reintroduced from 1 February 2021.
- 3.4 Despite rises to inflation the council has not increased its parking charges since August 2017 when a flat 20p increase was applied to all tariffs.
- 3.5 There are several regeneration plans currently being developed in Wirral including, The Birkenhead regeneration plan and the New Brighton and Liscard Masterplans, all of which have implications on car parking. For example, the New Brighton Masterplan is currently considering several different uses other than car parking for the car park at Fort Perch Rock. Therefore, at this stage we cannot take account of any future plans other than to note the risks they potentially have on future car parking options and income.
- 3.6 Car parking in town centres is a complex and emotive issue (*Association of Town and City Management*); however, there is not a one-size-fits all approach to parking, nor is free parking a universal solution. The provision of off-street car parks and on-street parking spaces comes at a cost which needs to be recovered. Furthermore, the creation of clear parking policies, embedded in holistic transport strategy, remains problematic because of the numerous stakeholders involved all working to different objectives.
- 3.7 The finding of a report produced for the Welsh Government (*Assessing the Impact of Car Parking Charges on Town Centre Footfall*) indicates that car parking charges is often perceived, particularly amongst businesses, as being a key determinant for changes in footfall levels in town and city centres. However, the available evidence is almost entirely anecdotal. Visitors to town centres suggested that car parking charges impact on how long they remain in the centre and, consequently, how much they spend whilst there. However, the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Whilst a 'blanket' free parking strategy has been suggested to encourage more car park users, these were generally found not to benefit target visitors (for example, the spaces were used primarily by town centre workers who were taking up the spaces all day, rather than shoppers) and consequently had an unexpected negative impact on footfall.
- 3.8 According to a report produced July 2020, in partnership with the Liverpool City Region's Authorities, Chambers of Commerce, BIDs and trade associations (*Business Recovery Survey Report*) there is a general expectation that there will be a reduced demand for business by up to 55% for the next 12 months as a result of COVID-19.
- 3.9 Following the car parking report on 7 October 2020 and subsequent Environment, Climate Emergency and Transport committee members working group meetings in November and report on 3 December 2020, members supported the upcoming transport strategy and recommended that a comprehensive review and survey is

undertaken in Wirral as to the local impact of car parking charges on footfall and spend in retail areas and the high Street. This car parking study to produce a parking strategy report will include consultation with residents, businesses, users and an analysis of cost/benefit, behaviour change etc. This project is being led by Regeneration and is not expected to be complete until at least late September 2021. It would be entirely appropriate to revisit any decisions made now, in line with this emerging transport strategy and this Committee may be mindful to wait for the strategy to be completed before making any long term decisions regarding policy on car parking charges. However, any delays to the proposed car parking charging options will not generate the value of budget savings agreed by Full Council to be achieved, and to compensate for this, alternative savings would have to be found from elsewhere within the Council's budget.

- 3.10 As part of the considerations of proposed car parking charges and the emerging Parking Strategy (see 3.9) the Council will look to secure any available funding from the Office for Low Emission Vehicles (OLEV) to support the installation of Electric Vehicle Charging Points (EVCP) at key locations in the Town and local centres, leisure centres and other areas. The EVCPs will be able to be used by residents who do not have access to off-street parking and may otherwise be unable to access the benefits of EV ownership. All Council car parks are free to use from 1830 to 0800 and local residents will be able to use the car-parks overnight to charge their vehicles when required. The Council is currently working with a commercial provider to install a number of EVCPs at the Church Road car park in Bebington on a trial basis.
- 3.11 The effects of COVID-19 on car parking can only be estimated as it is currently not possible to accurately predict what the long-term implications will be on vehicle trips and parking habits. Since the reintroduction of parking charges in February 2021 car parking has steadily increased from around 30% of pre-Covid levels to circa 70% at the time of writing this report. There was a clear increase in car parking following the implementation of the Governments STEP 2 of the Roadmap for the COVID response which saw retail opening, as well as the good weather in April leading to an increase in leisure trips and parking. As further restrictions are lifted particularly for the hospitality industry it is assumed that car parking usage will increase to around 75% of pre covid levels by the end of 2022. The average parking uptake (transactions) for the financial year of 2021/22 will be estimated at 75% of pre-COVID levels and this has been used in the options implications and budgetary forecasting.
- 3.12 At the time of writing this report we are making a stepped approach out of lockdown and heading back towards a degree of normality. It is anticipated numbers gradually returning to pre-COVID levels from late 2022. Parking at Country Parks continues to see an increase above pre-COVID levels which should continue as certain restrictions on travelling abroad remain. However, a cautious approach is required and the car parking charging options need considering in line with the current COVID position.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 With the annual inflationary increase for 2021/22 car parking income has a budget target of circa £2.3 million. Due to the effects of COVID and a reduction in car

parking transactions income may only realise 75% of this figure by the end of the financial year leaving a potential shortfall of circa £575,000. Car parking income is being closely monitored to gauge the effects of the Governments Roadmap and various steps out of lockdown has on car parking.

- 4.2 To meet the additional saving of £1m from car parking income in 2021/22 as agreed by Council, it would require a flat rate increase across all tariff levels of circa £1.50 – i.e. the cheapest 50p ½ hour on street charge in Birkenhead will increase to £2.00 and all other rates will increase accordingly.
- 4.3 The total revenue implications for options 1 to 3 could not be realised until the infrastructure is in place, in the first year income may not be realised until January 2022. The net income for 2021/22 would therefore be estimated at £185,000 and for 2022/23 be estimated at £750,000.
- 4.4 The alternative Option 4 to standardise all existing parking charges could generate additional income of circa £500,000 per annum (from 2022/23), this assumes the amended charges are implemented from July 2021. The total additional income for 2021/22 could be circa £250,000. If these alternative scale of parking charges are also implemented in new areas from January 2022, then the further income for 2021/22 could be circa £125,000 and £500,000 for 2022/23. These figures assume that parking has returned to pre-COVD levels.
- 4.4 In the event the car parking charges review is agreed a separate bid to the Capital Programme will be prepared for £1.2 million to finance the supply and installation of Pay and Display equipment / infrastructure for the recommended car parking charging option. This will be considered by the Capital and Asset Group (CAG) and referred to the Investment Change Board (ICB) which is the mechanism used by this Council for accepting bids into the Capital Programme.
- 4.5 If the agreed proposals will not generate the value of savings agreed by Full Council to be achieved, the shortfall will be required to be achieved from elsewhere within the Committee budget. It is a requirement of all Committees to remain within their budget envelope at all times and where there is a risk to this going off target, to identify and implement alternative mitigating savings.
- 4.6 A report by the Director of Resources also on this agenda, recommends a series of Committee budget workshops so that the Committee is able to identify and implement alternative savings.
- 4.7 As part of the conditions for the offer of Exceptional Financial Support (EFS) from the Ministry of Housing, Communities and Local Government, (MHCLG) the Council needs to demonstrate sound financial management, leadership and decision making. Therefore it is imperative that alternative savings are found to ensure the full £1m saving can be achieved in 2021/22, otherwise the offer of EFS from MHCLG is at risk.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council have powers under sections 32 and 35 of the Road Traffic Regulation Act (RTRA), 1984 to charge parking fees. Section 122 imposes a general duty on

local authorities exercising functions under the RTRA 1984 to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking on and off the highway...". Charges should be fixed to cover the cost of maintaining the facilities and repaying any debt incurred for their construction, whilst budgeting for a modest surplus to allow for unforeseen expenses does not render the scheme unlawful, charges cannot be fixed for the purpose of raising money for non-car parking related purposes. Since the reintroduction of car parking charges from 1 February 2021 parking enforcement has been stepped back up to meet the current demands.

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

- 6.1 The options to implement an increase in car parking charges can be met from existing operational resources with no additional costs.
- 6.2 Other options may require revenue growth and/or additional capital expenditure as indicated within the report.

## **7.0 RELEVANT RISKS**

- 7.1 Increasing car parking charges or introducing charges into new areas in the future may have a negative impact on some local businesses in their recovery after lockdown and on those local people making use of our open spaces.
- 7.2 Effective management of car parking spaces through the use of charges can ensure a turn-over of parking and manage the supply of parking spaces.
- 7.3 Prioritising car drivers by setting low parking charges or free car parking raises equality issues – the council does not provide free travel by bus and in some cases does not provide cycle parking. There are a considerable number of Wirral residents without access to a car; this may be through choice but, assuming car owners may generally have higher incomes, low charges or free parking may be seen as subsidising those who are already better off and unfairly penalising more vulnerable residents and communities.
- 7.4 The Wirral *Strategic Regeneration Framework* sets out the priorities and challenges for economic growth in the borough, to help guide and proactively drive investment and activity across Wirral to deliver our ambitions for local economy. It has a strong focus on sustainability; increasing parking tariffs or the introduction of charges in new areas in future could encourage active travel or sustainable transport modes.
- 7.5 There is a temporary or permanent risk to future car parking income associated with any loss or changes to car parking as a result of the regeneration plans for Birkenhead and other areas such as New Brighton and Liscard.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 In order to implement new car parking charges the Council will need to undertake a consultation as part of the required Traffic Regulation Order (TRO) process.

- 8.2 The initial statutory advertising process for the TRO proposals will require publication of notices at all sites affected by the proposals and in the press with an appropriate objection period. All Party Spokespersons and Ward Councillors will be informed.
- 8.3 Legal notices and maps of the areas affected by the TRO will be prepared as part of the consultation process.
- 8.4 The increase of parking charges doesn't require a public consultation process; however, it does require an amendment to Traffic Orders by notice.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The increase of car parking charges and the introduction of new parking charges in coastal and tourist visitor areas has been subject to an equality impact assessment. Copy can be found at: -

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

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 The link between poor air quality, the climate emergency and emissions from vehicles is widely accepted. An effective car parking charging regime encouraging modal shift away from the private motor car towards cleaner, more sustainable modes of transport will have a positive environmental and climate change impact. Any car parking and transport strategy needs to link to the council's Climate Emergency Declaration and Active Travel agendas.
- 10.2 If parking charges are increased or introduced in new areas in future as per several of the options contained within this report, this may reduce the use of the private motor car leading to a reduction in emissions of green-house gases.

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## **APPENDICES**

- Appendix 1 - Current parking tariffs and income for past 3 years.  
Appendix 2 - Summary of potential income form increasing existing charges.  
Appendix 3 - Other Car Parking Charges Options

## BACKGROUND PAPERS

Assessing the Impact of Car Parking Charges on Town Centre Footfall; prepared for the Welsh Government (mruk March 2015)

<http://212.219.240.82/documents/s500000201/Appendix%202.pdf>

Business Recovery Survey (NorthWest Research & Strategy July 2020)

<https://growthplatform.org/wp-content/uploads/2020/09/Business-Recovery-Summary-Report.pdf>

In-Town Parking: What Works (ATCM July 2014)

<https://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf>

Strategic Regeneration Framework

<https://www.wirral.gov.uk/sites/default/files/all/business/Regeneration/Strategic%20Regeneration%20main%20report.pdf>

## SUBJECT HISTORY (last 3 years)

<b>Council Meeting</b>	<b>Date</b>
Reintroduction of car parking charges options	26 June 2020
Cabinet Member decision on reintroduction of parking charges from 3 August 2020	1 July 2020
Call-In on the Reintroduction of car parking charges	30 July 2020
Car Parking Charges Options – Policy and Resources Committee	7 October 2020
Car Parking Charges – Members’ Working Group – Environment Climate Emergency and Transport Committee	3 December 2020
Car Parking Charges – Members’ Working Group – Policy and Resources Committee	20 January 2021
Budget, Policy and Resources Committee	17 February 2021

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**APPENDX 1 - Current parking charge tariffs and income for past 3 years (excluding 2020/21 wh**

<b>Car Park</b>				<b>Income per C</b>
<b>Birkenhead Shoppers Car Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	<b>2017/18</b>
Europa Square	CH41 6AH	150	14	247,829
Cook Street *	CH41 2QX	11	0	12,757
Wilbraham Street	CH41 5FD	54	0	18,822
Oliver Street	CH41 6HH	16	6	39,520
Exmouth Street	CH41 4NF	48	3	25,675
Atherton Street	CH41 6HD	21	2	28,602
Europa Pools**	CH41 6RN	197	22	101,778
Hamilton Building	CH41 6RN	60	2	6,307
Barton Street*	CH41 5EX	117	5	48,015
<b>Birkenhead Long Stay Car Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Woodside Approach	CH41 6DU	25	1	20,485
Hinson Street	CH41 5BY	90	0	39,683
Duncan Street	CH41 5EX	21	2	12,497
<b>Birkenhead / Heswall Long Stay Car Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Elgin Way	CH41 6NJ	45	2	16,506
Quarry Bank Street*	CH41 2QX	49	0	9,079
Upper Mount Avenue	CH60 4RH	24	0	14,786
<b>Birkenhead Long Stay Car Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Price Street	CH41 4JQ	500	0	82,191
<b>Other Areas Shoppers Tariff</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Rocky Lane	CH60 0BY	15	0	17,186
Pye Road	CH60 0DB	152	6	86,090
Mount Avenue	CH60 4RH	88	2	44,137
Puddydale	CH60 7SG	60	2	43,703
Dee Lane	CH48 0AQ	173	4	69,296
Concourse	CH48 4HX	171	5	120,396
Seaview Road	CH45 4LA	193	6	55,593
Liscard Village	CH45 4JR	94	2	87,745
Liscard Crescent	CH44 1AE	7	0	11,897
			<b>TOTAL</b>	<b>£1,260,575</b>
<b>Trader Permit Charges</b>				
Birkenhead				
Liscard				
Heswall/ West Kirby				
<b>Country Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Arrowe Country Park	CH49 1SX	60	0	1,695
Wirral Country Park	CH61 0HN	150	12	7,913
Eastham Country Park	CH62 0BH	155	0	3,618



When charges were suspended for most of the year)

Car Park (£)			
2018/19	2019/20	Current Parking Tariff	
268,526	260,000	Up to half hour*	70p
15,417	15,916	Up to 1 hour	£1.20
13,192	8,496	Up to 2 hours	£1.80
43,301	44,156	Up to 3 hours	£2.30
26,100	22,935	Up to 4 hours	£3.50
28,959	26,857	Up to 5 hours	£4.30
69,080	91,499	All day	£4.70
5,764	5,578	** Coach Parking All day	£5.00
49,057	46,854		
		Parking Tariff	
22,416	21,891	Up to 1 hour	£1.20
52,072	62,974	All day	£4.70
15,032	18,429		
		Parking Tariff	
23,578	23,469	Up to half hour*	70p
9,809	11,403	Up to 1 hour	£1.20
20,797	21,533	All day	£2.20
		Parking Tariff	
74,637	66,973	Up to 1 hour	£1.20
		Up to 2 hours	£1.80
		Up to 3 hours	£2.30
		All day	£3.20
		Coach Parking All day	£5.00
		Parking Tariff	
18,151	16,503	Up to 1 hour	90p
93,529	94,840	Up to 2 hours	£1.00
49,697	55,441	Up to 3 hours	£1.40
52,300	55,398	Up to 4 hours	£2.30
87,810	78,705	Up to 5 hours	£3.50
141,532	148,976	All day	£4.70
53,074	44,405		
94,358	97,577		
13,806	14,421		
<b>1,341,994</b>	<b>1,355,229</b>		
			£600.00
			£600.00
			£600.00
		Parking Tariff	
7,128	11,606	Up to 1 hour	50p
67,350	72,493	Up to 2 hours	£1.00
25,434	22,216	All day	£2.00

55,301	50,560	
<b>£155,213</b>	<b>£156,875</b>	

Parking Tariff		
	<b>Long Stay</b>	
	Up to 1/2 Hour	£0.50
	Up to 1 Hour	£1.00
	Up to 1 Hour 30	£1.50
	Up to 2 Hours	£2.00
	All Day	£2.50
	<b>Short Stay</b>	
	Up to 1/2 Hour	£0.50
	Up to 1 Hour	£1.00
	Up to 1 Hour 30	£1.50
	Up to 2 Hours	£2.00
	Up to 2 hours 30	£2.50
	Up to 3 Hours	£3.00
	All Day	<b>£8.00</b>
<b>£374,748</b>	<b>£359,327</b>	

## APPENDIX 2 - Summary of potential income form increasing existing charges

### NOTES:

- 1) We have a mandate that tariffs can not end with a 5p, therefore they need to be to the n
- 2) Existing tariffs would need to be more than doubled at all current charging locations in or

	Estimated additional parking income from a rise in tari	
	10p increase on all tariffs	20p increase on all tariffs
Off-Street Car Parks	£110k to £150k	£200k to £250k
Country Parks	15k	30k
On-Street Birkenhead CPZ	25k	50k
Estimated total additional income achievable from <b>2022/23</b>	<b>£170k</b>	<b>£310k</b>
Estimated total additional income ( <b>part year 2021/22</b> ) assuming charges increased from 1st July 2021	£125k	£230k
Estimated total additional income ( <b>part year 2021/22</b> ) assuming charges increased from 1st July 2021 and factoring in the current and predicted drop in usage following COVID	<b>£90k</b>	<b>£170k</b>

nearest 10p

order to potentially generate an additional £1m income if this was done in isolation from other options.

ffs:		
50p increase on all tariffs	£1 increase on all tariffs	£1.25 increase on all tariffs
£300k to £400k	£500k to £700k	£650k to £900k
80k	£150k	£190k
100k	£200k	£250k
<b>£525k</b>	<b>£1 million</b>	<b>£1.25 million</b>
£390k	£750k	£935k
<b>£290k</b>	<b>£560k</b>	<b>£700k</b>



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APPENDIX 3 - OTHER CAR PARKING CHARGING OPTIONS

Option No.	Brief Description of Option	Potential Outcome	Climate Emergency / Active Travel implications	Local Economy / Regeneration and Vulnerable / Protected groups implications	Implementation Timescale	Resources required to deliver this option	Budget Implications for 2021/2022 and beyond
1	<b>Introduce charges into off-street car parks that are currently Free i.e.; Bromborough, Bebington, Irby, Hoylake, New Brighton etc.</b>	New income from some of the secondary town centres.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward and links to purpose of use of the car park for users i.e. shoppers, commuters, workers, residents etc. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£300k</b> per annum (from 2022/23), will depend on scale of charges and number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£75k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar car parks.
2	<b>Introduce new on-street charges into town centre areas e.g. New Brighton, West Kirby, Hoylake, Heswall, Moreton etc.</b>	New income from some town centre areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£200k</b> per annum (from 2022/23), will depend on scale of charges and final number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£50k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar on-street locations.
3	<b>Introduce parking charges into coastal locations e.g. New Brighton, West Kirby, Leasowe, Hoylake.</b>	New income from some of the seaside/tourist areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£250k</b> per annum (from 2022/23), will depend on scale of charges and final number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£60k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar car parks/ on-street locations.
4	<b>Standardised Charges</b> <b>This option is to implement a new and standardised tariff structure across all existing and any new charging locations, both on and off-street.</b>	Increased income from existing locations and New income from town centre car parks and tourist areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated additional income from existing parking charges <b>£500k</b> per annum (from 2022/23), this assumes the amended charges are implemented from July 2021. The total additional income for 2021/22 would be circa <b>£250k</b> , this also assumes that parking has returned to pre-COVD levels.

**Any other comments**

May take longer to implement as likely to receive objections to this proposal. Will be unpopular with local businesses and residents. New Brighton Masterplan may impact on local options

May take longer to implement as likely to receive objections to this proposal. Will be unpopular with local businesses and residents. New Brighton Masterplan may impact on local options

May take longer to implement as likely to receive objections to this proposal. Will be unpopular with local businesses and residents. New Brighton Masterplan may impact on local options

May take longer to implement as likely to receive objections to this proposal. Will be unpopular with local businesses and residents. Birkenhead Regeneration plans, New Brighton and Liscard Masterplans may impact on local options.



## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 14 June 2021

<b>REPORT TITLE:</b>	<b>CARBON BUDGETS: 2019/20 BASELINE TO 2027/28</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF REGENERATION AND PLACE</b>

### REPORT SUMMARY

This report details proposals for reinstating the Carbon Budget and proposes annual emissions limits (the Carbon Budgets) that will allow the Council to measure its progress towards carbon net zero by 2030 as included in the Environment and Climate Emergency Policy. The report is confined to measurement and performance reporting.

<b>Financial Year</b>	<b>Proposed Carbon Budget (tonnes CO<sub>2</sub>e)</b>
2019/20	13,656 (Baseline)
2020/21	10,349 (Mobilisation year)
2021/22	7,843
2022/23	5,944
2023/24	4,505
2024/25	3,414
2025/26	2,587
2026/27	1,961
2027/28	1,486 (Re-baselining due)

Actual annual performance is to be reported separately to the Committee as soon as practical after the end of the Municipal Year. The annual Carbon Budget Performance Report will include information relating to: overall progress and the significant factors that have contributed to annual performance; additional emissions that may be included at the next re-baselining and suggest priority areas that need to be addressed.

This matter affects all Wards within the Borough although the Carbon Budget only applies to Council-owned and/or operated Assets.

This is a key decision as it formalises how progress towards the Council's 2030 carbon net zero target will be measured.

### RECOMMENDATION/S

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

1. Approve the proposed Carbon Budgets from 2020/21 to 2027/28

2. Approve that the Annual Carbon Budget Performance Reports are tabled in June each year.

## **SUPPORTING INFORMATION**

### **1.0 REASON/S FOR RECOMMENDATIONS**

- 1.1 On 15 July 2019, Council Members declared an Environment and Climate Emergency that included an instruction to reinstate Carbon Budget reporting. The Environment and Climate Emergency declaration has given rise to a new emissions target. Changes to the way the Council operates required the Carbon Budget to be 're-baselined'. The alteration to the timing of the annual Carbon Budget Performance Reports is considered necessary to ensure this information is provided as soon as practical after the end of the Municipal Year to allow the early formulation of practical strategies to reduce emissions.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 There is an instruction from Members to reinstate Carbon Budget reporting so no other options were considered. The instruction provided the opportunity to align the Carbon Budget process to national standards that have been introduced since the original Wirral Carbon Budget was established.

### **3.0 BACKGROUND INFORMATION**

- 3.1 At an Extraordinary Council Meeting held on 15 July 2019, Council members voted unanimously to declare an Environment and Climate Emergency (Minute 21 refers). Part of the resolution was a Council request to reinstate Carbon Budget reporting which had been discontinued in 2016. Performance calculations were continued to provide management information but these were not formally reported.

#### **3.2 What is a Carbon Budget?**

- 3.2.1 A carbon budget places a restriction on the total amount of greenhouse gases that may be emitted over a given time. The UK was the first country to set legally binding carbon budgets to limit emissions over a series of 5-year periods.
- 3.2.2 The Council has set itself an ambitious but achievable goal of reducing emissions to net zero by 2030. The Carbon Budget is the most robust method available to set annual emissions targets against which we can measure progress. Without a method of measurement and targeting, it is not possible to set realistic goals, let alone report progress.
- 3.2.3 The Council's 2030 net zero target is its locally determined contribution towards reaching the Borough wide Wirral Cool 2 target of achieving 'net zero' status by 2041.

#### **3.3 Previous Council Emissions Reporting**

- 3.3.1 Over the past decade, the Council has reported on emissions in 3 different ways: The Carbon Reduction Commitment Energy Efficiency Scheme (CRCEES), Greenhouse Gas (GHG) Emissions reports and the Carbon Budget.

- CRCEES was a mandatory Government scheme that required participants to report energy consumption that was converted to tonnes of Carbon Dioxide (CO<sub>2</sub>) which had to be paid for. The scheme was supported by extensive guidance and legal requirements and is subject to external audit by the scheme administrators, the Environment Agency, until 2025. The scheme was closed after the 2018/19 reporting year.
- GHG reporting was introduced after the use of the National Indicators 185 and 194 were discontinued. This report, which was requested by the Minister of the time, was voluntary and was to be available to the public and based on the NI reporting scope. The Minister requested that the report adhere to guidance published in the format requested by the Department of Energy and Climate Change. The preferred reporting metric was Carbon Dioxide equivalent (CO<sub>2</sub>e) which accounts for other harmful emissions as well as CO<sub>2</sub>.
- The Carbon Budget was a Council initiative that was requested by Members (Council 14 December 2009, Minute 77 refers). It reported emissions of Carbon Dioxide to track progress toward a 60% emissions reduction by 2025 against a 2008/09 baseline. Although it was reported in a consistent manner, and was available to the public, it was internally generated and not subject to external guidance or legislation.

3.3.2 The 2019 resolution of Council provided the opportunity to critically examine the Carbon Budget and learn from previous experience to ensure that it remains current, relevant and accessible to interested and affected parties.

### 3.4 National Context

3.4.1 The Climate Change Act of 2008 sets legally binding targets to reduce carbon dioxide emissions in the UK by at least 80% by 2050, from 1990 levels. The target was amended in 2019 to achieving net zero emissions by 2050.

3.4.2 National Carbon Budgets are set by the Climate Change Committee (CCC) and cover 5-year periods. The targets are presented to Government 12 years in advance in order that policies and strategies can be developed to deliver the necessary emissions reductions. The emissions targets set by the CCC are the maximum emissions for the 5-year period that are required to achieve carbon net zero by 2050.

3.4.3 The five-year targets allow for some variation in performance over the monitoring period. The CCC monitors performance and has published its assessment that whilst the Country has met the targets for the 1st and 2nd Carbon Budgets, and is on track to meet the 3rd, concerns have been expressed that later targets may be missed.

3.4.4 The first six carbon budgets run up to 2037. The UK is currently in the third carbon budget period (2018 to 2022). The Committee has published its advice on the Sixth Carbon Budget which is the first to incorporate the 2050 Net Zero Target.

Budget	Carbon budget level	Reduction below 1990 levels	Target Met?/CCC Opinion
1st carbon budget (2008 to 2012)	3,018 MtCO <sub>2</sub> e	25%	Yes
2nd carbon budget (2013 to 2017)	2,782 MtCO <sub>2</sub> e	31%	Yes
3rd carbon budget (2018 to 2022)	2,544 MtCO <sub>2</sub> e	37% by 2020	On track
4th carbon budget (2023 to 2027)	1,950 MtCO <sub>2</sub> e	51% by 2025	Off track
5th carbon budget (2028 to 2032)	1,725 MtCO <sub>2</sub> e	57% by 2030	Off track
6th carbon budget (2033 to 2037)	965 MtCO <sub>2</sub> e	78% by 2035	Legislated by June 2021.
Net Zero Target	At least 100% by 2050		

Source: [https://www.theccc.org.uk/about/our-expertise/advice-on-reducing-the-uks-emissions/#:~:text=UK%20emissions%20were%2044%25%20below,fifth%20\(2028%2D2032\).](https://www.theccc.org.uk/about/our-expertise/advice-on-reducing-the-uks-emissions/#:~:text=UK%20emissions%20were%2044%25%20below,fifth%20(2028%2D2032).)

3.4.5 Although the National Carbon Budget limits are several orders of magnitude greater than those proposed for the Council, they are relevant as they are legally binding and the strategies that are formulated will inevitably apply to the public sector.

3.4.6 In their report 'Wirral Council Climate Emergency Action Plan 2020: Establishing a baseline, carbon budget, emissions reduction trajectory and priority areas for action' Local Partnerships have recommended that Wirral Council's first budget cycle should run until 2027 to ensure that future budgets are aligned with the Governmental reporting cycle. The period to the start of the 4th National Carbon Budget in 2023 should be regarded as a mobilisation period.

### 3.5 Regional Context

3.5.1 The Metro Mayor and Combined Authority have set the ambition for the Liverpool City Region (LCR) to be the cleanest, greenest city region in the country, promoting a balanced and sustainable land use strategy. The LCR has declared a Climate Emergency and is committed to making the City Region net zero carbon by 2040.

### 3.6 Borough Context

3.6.1 The Wirral 'Cool 2' strategy aims to achieve borough-wide carbon net zero status by 2041. The Council's aim to achieve net zero status by 2030 is its locally determined contribution to this goal.

### 3.7 Metrics

3.7.1 The initial Carbon Budget reported emissions of carbon dioxide alone. The SECR guidance recommends reporting in carbon dioxide equivalent (CO<sub>2</sub>e). CO<sub>2</sub>e is the universal unit of measurement to indicate the global warming potential (GWP) of greenhouse gasses, expressed in terms of the GWP of one unit of carbon dioxide.

The GWPs used in the calculation of CO<sub>2</sub>e are based on the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) over a 100-year period. (This is a requirement for inventory/national reporting purposes).

### **3.8 System Boundary**

- 3.8.1 Local partnerships suggested the Council take a Financial Control or Operational Control approach to the emissions reported. In practical terms both mean that the Council only report on Assets for which the Council can take actions to control energy use.
- 3.8.2 It is recommended the Council uses the 'Financial Control' approach. This is identical to the reporting scope that was required by the Carbon Reduction Commitment Energy Efficiency Scheme (CRCEES) which was subject to internal and external audit. This will include all Council owned and operated properties where the Council is responsible for procuring and paying for energy and water as well as energy procured and paid for on an unmetered basis (street lighting). Properties where the Council is not responsible for procurement and payment of energy and water bills are excluded. Schools are excluded as they operate devolved budgets. Whilst the Council may advise, it cannot control how Schools choose to operate.

### **3.9 Scopes of emissions**

- 3.9.1 The Government Guidance defines three 'scopes' of emissions.
- Scope 1 (direct emissions) emissions are those from activities owned or controlled by an organisation. Examples of Scope 1 emissions include emissions from combustion in owned or controlled boilers, furnaces and vehicles; and emissions from chemical production in owned or controlled process equipment.
  - Scope 2 (energy indirect) emissions are those released into the atmosphere that are associated with consumption of purchased electricity, heat, steam and cooling. These indirect emissions are a consequence of an organisation's energy use but occur at sources the organisation does not own or control.
  - Scope 3 (other indirect) emissions are a consequence of actions that occur at sources an organisation does not own or control and are not classed as Scope 2 emissions. Examples of Scope 3 emissions are business travel by means not owned or controlled by an organisation, waste disposal, materials or fuels an organisation purchases. Deciding if emissions from a vehicle, office or factory used are Scope 1 or Scope 3 may depend on how operational boundaries are defined. Scope 3 emissions can be from activities that are upstream or downstream of an organisation.
- 3.9.2 The Carbon Budget includes scope 1, 2 and 3 emissions for emissions sources that have consistent and reliable reporting streams and where annual performance information can be converted to CO<sub>2</sub>e using conversion factors from credible sources that can be referenced.

### 3.10 Baseline and re-baselining

- 3.10.1 In late summer 2020 the Council started working with Local Partnerships on the Carbon Budget which needed to be re-baselined to reflect the changes in the way in which the Council now operates. Local Partnerships (jointly owned by the Local Government Association, HM Treasury and the Welsh Government) provides specialist support to the public sector in many areas including climate response. The Local Partnerships recommendations was to adhere to the Streamlined Energy and Carbon Reporting (SECR) guidance. This is very similar to guidance that was complied with in the preparation of the Council's mandatory Carbon Reduction Commitment Energy Efficiency Scheme submissions. The guidance suggests reporting in units of carbon dioxide equivalent (CO<sub>2</sub>e) using the annually updated conversion factors available from the Government website. The conversion factors have been used to compile the Greenhouse Gas Emissions reports, so the Council is familiar with their use as well as reporting the different 'scopes' of emissions.
- 3.10.2 The first step in establishing a Carbon Budget is to set a baseline against which performance may be assessed. The baseline was developed in consultation with Local Partnerships in September 2020 using the last full financial year's consumption information (2019/20). The breakdown of Wirral Council's baseline emissions is tabulated below.

Scope	Emissions Type	Emissions (tCO <sub>2</sub> e)	Percentage of Total Emissions
<b>Scope 1</b>	Heating	5,994.67	43.9%
	Fugitive Emissions	0.00	0.0%
	Authority's Fleet	599.99	4.4%
<b>Scope 2</b>	Electricity	5,924.40	43.4%
<b>Scope 3</b>	Staff Travel	482.03	3.5%
	Transmission & Distribution Losses	502.97	3.7%
	Water	151.94	1.1%
<b>Total Emissions</b>		<b>13,656.00</b>	<b>100.0%</b>

- 3.10.3 The method was verified by using the same source information to calculate emissions from first principles. Results showed a slight variation that was ascribed to rounding error. This allowed Council Officers to fully understand how the calculation tool operates and to replicate the process should the need arise. Local Partnerships are making their calculation spreadsheet available free of charge and whilst it is a convenient and powerful tool, users should understand how it operates. The tool has been reviewed by the Carbon Disclosure Project for compliance and can be used to disclose council emissions data. A copy of the Local Partnerships calculation tool is included as Appendix 1.

### 3.11 Information Sources

- 3.11.1 The source of annual consumption information for purchased electricity, natural gas, and water is the SystemsLink energy management database. Invoice information is obtained monthly from the various suppliers. Reports are run on an apportioned

basis which allows the user to define the precise period of the report, in this case a Financial Year.

- 3.11.2 Oil fuel consumption is based on the litres purchased for heating systems from records provided by colleagues in Procurement – See ‘Scope 1’ of Appendix 1. It is assumed that purchases are equal to consumption which is the accepted approximation method when dealing with liquid and solid fuels.
- 3.11.3 Fleet emissions are calculated from annual mileage records provided by colleagues in the Transport Section. Vehicles are classified into the categories listed on the ‘Scope 1’ tab of Appendix 1 and the workbook is set up to calculate emissions for the year.
- 3.11.4 Business mileage emissions are calculated from the mileage claims submitted to Finance. Vehicles are classified into the categories listed on the ‘Scope 3’ tab of Appendix 1 and the workbook is set up to calculate the emissions for the year.

### 3.12 **Setting the Carbon Budget**

- 3.12.1 The Council has committed to achieving carbon net zero emissions by 2030 and is starting from a baseline of 13,656 tonnes CO<sub>2</sub>e, so a reduction trajectory can be proposed. The Council worked with Local Partnerships in a series of workshops to examine the actions included in the Climate Emergency Action Plan and to assess whether these would allow the Council to achieve the 2030 net zero target. Local Partnerships concluded that, although the aim is ambitious, it is possible to meet and exceed the required performance.
- 3.12.2 Working from the baseline figure and considering early actions such as purchasing REGO (Renewable Energy Guarantees of Origin) certified ‘green’ electricity an annual percentage reduction of 24.22% is recommended as achievable. It is considered that setting exacting emissions limits early in the process will capitalise on initial enthusiasm and help to establish cultural changes needed to achieve the Council’s goals. It must be noted that a percentage annual reduction of a target can never reach zero since there will always be a residual amount. The proposed annual Carbon Budgets to 2027/28 as recommended by Local Partnerships are tabulated below:

<b>Financial Year</b>	<b>Proposed Carbon Budget (tonnes CO<sub>2</sub>e)</b>
2019/20	13,656 (Baseline)
2020/21	10,349 (Mobilisation year)
2021/22	7,843
2022/23	5,944
2023/24	4,505
2024/25	3,414
2025/26	2,587
2026/27	1,961
2027/28	1,486 (Re-baselining due)

3.12.3 Local Partnerships ran a series of workshops with Council officers from across the organisation that examined the impact of actions that are included in the Climate Emergency Action plan. In their final report they concluded that reaching carbon net zero by 2030 is achievable although challenging.

3.12.4 The Local Partnership performance evaluation assumed that the following will be achieved:

- Replacing all fossil fuel heating with heat based on an electrical source (e.g. heat pumps, electric boilers or connection to a wider heat network with a heat pump source.) This will improve the efficiency of the heat provision and switches the fuel source to electricity. Replacement of existing heating systems is a complex issue and specific recommendations cannot be made without detailed technical assessment
- Install Building Management Systems (BMS) – to improve control of lighting, heating and electrical plant.
- LED lighting upgrades.
- Install building mounted solar PV (Photo-Voltaic) systems.
- Complete existing street lighting LED replacement programme.
- Fleet vehicles – replace all small vehicles (i.e. all cars and class I and class II vans) with electric (EV) equivalents by 2022.
- Transition the fleet class III vans to EVs from 2027-2030.
- Take measures to reduce emissions from staff business mileage through changes to expenses policy (such as phasing out mileage payments for fossil fuel vehicles), potentially supporting staff to purchase EVs through a salary sacrifice scheme and provision of electric fleet alternatives.
- Purchase all electricity supplies from 100% certifiable renewable energy sources.

These actions are identified in the Climate Emergency Action Plan which will be overseen by the Environment and Climate Emergency Action Group.

### 3.13 **Annual Reporting Schedule**

3.13.1 The original Instruction to formulate a Carbon Budget included a requirement to report at the same time as the financial budget in February each year. This meant that the last complete Carbon reporting year was almost a year-old when presented and it is considered that the demands of the Financial Budget drew attention away from the Carbon Budget performance updates.

3.13.2 To report a full financial year based on the amount of energy that has been invoiced, it is proposed that the Annual Carbon Budget be presented for approval to the Environment, Climate Emergency and Transport Committee in June each year. This is considered the earliest possible opportunity to gather and process the required information and prepare the formal report. It will allow the Council to take any remedial action that may be required in good time and ensure that each year's performance receives the scrutiny it requires.

### 3.14 **Annual Performance Calculation Method**

3.14.1 Annual Carbon Budget Performance reporting will use the same calculation methods, the same source of conversion factors and the same system boundary that was used to determine the baseline. This will ensure consistency over time.

### **3.15 Annual Report Content**

3.15.1 It is proposed that the Annual Carbon Budget Performance report must include, as a minimum, details on:

- Actual annual emissions compared with the Carbon Budget for the year.
- Comment on overall performance.
- Societal/Environmental factors contributing to annual performance.
- Council Actions that have contributed to actual performance.
- Brief descriptions of Council actions completed and planned to meet the next year's target.
- Priorities to be addressed.

### **3.16 Expansion of emissions being reported**

3.16.1 The Carbon Budget Baseline is founded on the information this is available and will be consistent over time. It is acknowledged that the report is not comprehensive and needs to be expanded over time. This will require the development of information flows that can be repeated in a consistent format. Rather than estimating a 2019/20 Carbon Dioxide equivalent, it is proposed that additional emissions are recorded for each reporting year and incorporated into the Carbon Budget once stable reporting in CO<sub>2</sub>e has been established.

## **4.0 FINANCIAL IMPLICATIONS**

4.1 There are no direct financial implications associated with setting annual Carbon Budgets nor reporting of progress toward the corporate goal of achieving net zero emissions by 2030. The reduction of emissions will be achieved through the implementation of the Climate Emergency Action Plan (CEAP) which will be overseen by the Environment and Climate Emergency Action Group. There will be financial implications associated with delivery of the CEAP.

## **5.0 LEGAL IMPLICATIONS**

5.1 There are no direct legal implications arising from this report which proposes annual emissions targets that will assist the Council to meet its aim of achieving carbon net zero by 2030. The establishment of annual Carbon Budgets against which actual performance will be compared and reported demonstrates that the Council is taking tangible action to address the issues raised by the Environment and Climate Emergency Declaration of July 2019.

5.2 It should be noted that the adequacy and inaction of both national and local government is under scrutiny by environmental interest groups, with the threat of potential legal challenge in some areas. Several local authorities have been criticised for not putting their climate emergency declarations into action and are the subject of scrutiny and challenge for not doing so.

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

6.1 The Carbon Budget and subsequent performance reports will be delivered by existing staff resources using the existing energy management database to report

energy and water consumption. Although there are no staffing implications arising directly from this report it should be noted that employees' efficient and effective use of energy is vital to reducing measured emissions.

- 6.2 There are no IT implications arising directly from this report. However, it should be noted that IT systems and infrastructure contribute directly to emissions as they use energy.
- 6.3 Energy and water use in Council assets accounts for 92.1% of the Council's Carbon Budget baseline of 13,656 tonnes CO<sub>2</sub>e. Whilst the measurement regime does not have a direct impact on the operation of Council assets, analysis of the source data allows cost-effective emissions reduction actions to be identified and prioritised.

## **7.0 RELEVANT RISKS**

- 7.1 The Council has made a series of public commitments to act on climate change, including the declaration of an Environment and Climate Emergency in July 2019 that included an instruction to reinstate the Carbon Budget. A failure to demonstrate action and commitment to change would present a reputational risk. There are local authorities across the country, who, having declared a climate emergency, are now under scrutiny having apparently done little to turn their declaration into action.
- 7.2 The Council's corporate risk register has been updated to reflect the environment and climate emergency declaration and the identification of the risk climate change has on the Council, Wirral as a place and its residents. The delivery of the Environment & Climate Emergency Policy and working jointly with partner organisations and communities forms the mitigation to such risk. The risks associated with the effective delivery of the Environment & Climate Emergency Policy, have been identified and mitigated. The Environment and Climate Emergency Action Group will monitor these risks as part of their management of the Environment & Climate Emergency Action Plan.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 The proposed Carbon Budgets up to 2027 were developed in conjunction with recognised experts, Local Partnerships. The Council worked with Local Partnerships on the carbon reduction trajectory. Following analysis of the Climate Emergency Action Plan, Local Partnerships concluded that the ambitious carbon net zero goal is achievable by 2030.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The potential impact of the proposals has been reviewed with regard to equality and it is concluded that there is no relevance to equality.

## 10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The Carbon Budget is an integral part of the Council's response to the Environment and Climate Emergency declaration and provides a robust, reliable and consistent means of establishing annual emissions targets against which it enables measurement of progress towards the corporate 2030 Carbon Net Zero target.

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### APPENDICES

Appendix 1 Wirral Council Carbon Budget Baseline 2019/20

### BACKGROUND PAPERS

Wirral Council Climate Emergency Action Plan 2020: Establishing a baseline, carbon budget, emissions reduction trajectory and priority areas for action', Local Partnerships 14/10/20

### SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Council – Extraordinary Meeting – Declaration of Environment and Climate Emergency (Minute 21)	15 July 2019

**Colour code**

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Calculation/Formula Cell - locked
Text/number input

**Scope 1**

Heating

Activity	Consumption Units (Please Select)
Natural Gas	kWh (Gross CV)
Burning Oil - Kerosene	Litres
Gas Oil	Litres
Wood Pellets	kWh (Gross CV)

Fugitive Emissions

Activity* Please enter any other fugitive emissions calculations using guidance below	Consumption Units
HFC-32	kg
R410A	kg
HCFC-22/R22	kg
Other Fugitive Emissions	

Authority's Fleet

Activity* Engine sizes below are for indicative purposes only	Consumption Units (Please Select)
Small diesel car ≤ 1.7 litre	Miles
Medium diesel car, 1.7 - 2.0 litre	Miles
Large Diesel Car > 2.0 litre	Miles
MPV - Diesel	Miles
Diesel van Class I (up to 1.305 tonnes)	Miles
Diesel van Class II (1.305 to 1.74 tonnes)	Miles
Diesel van Class III (1.74 to 3.5 tonnes)	Miles
Diesel 4x4	Miles
Minibus - Diesel	Miles
Small Petrol Cars ≤ 1.4 litre	Miles
Medium Petrol Car 1.4 - 2.0 litre	Miles
Large Petrol Car > 2.0 litre	Miles
Small Hybrid Car - Petrol	Miles
Medium Hybrid Car - Petrol	Miles
Large Hybrid Car - Petrol	Miles

Electric Vehicle (Average Sized Car)	Miles
Average Medium Car (Unknown Fuel)	Miles
Rigid HGV (>3.5 - 7.5 tonnes)	Miles
Rigid HGV (>7.5 tonnes-17 tonnes)	Miles
Rigid HGV (>17 tonnes)	Miles
All Rigid HGVs	Miles
Articulated HGV (>3.5 - 33t)	Miles
Articulated HGV (>33t)	Miles
All Articulated HGVs	Miles
All HGVs	Miles
Other Vehicles - Diesel	Litres
Other Vehicles - Petrol	Litres

Further comments or clarification about your carbon calculation: make any further

**Fugitive Emissions Calculations:**

BEIS Guidance (from conversion factor sheets - <https://www.gov.uk/government/> "Refrigerant & other")

Type of Activity and Emission -

Consumption -

Conversion Factor -

Emissions -

**Vehicles included in General Fuel Consumption**

Petrol -

Diesel -

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Year	Consumption	Conversion Factor	Emissions (tCO <sub>2</sub> e)
2019-20	32,005,293	0.184	5,884.17
2019-20	34,211	2.540	86.91
2019-20	8,553	2.758	23.59
2019-20	0	0.016	0.00

Year	Consumption	Conversion Factor	Emissions (tCO <sub>2</sub> e)
2019-20	0	675	0.00
2019-20	0	2088	0.00
2019-20	0	1810	0.00
2019-20	0		

Year	Consumption	Conversion Factor	Emissions (tCO <sub>2</sub> e)
2019-20	32,775	0.229	7.49
2019-20	25,514	0.275	7.01
2019-20	0	0.337	0.00
2019-20	0	0.291	0.00
2019-20	0	0.241	0.00
2019-20	21,053	0.313	6.59
2019-20	1,016,448	0.447	454.38
2019-20	13,969	0.326	4.55
2019-20	42,963	0.291	12.52
2019-20	0	0.247	0.00
2019-20	0	0.309	0.00
2019-20	0	0.455	0.00
2019-20	0	0.169	0.00
2019-20	0	0.175	0.00
2019-20	0	0.212	0.00

2019-20	0	0.089	0.00
2019-20	0	0.285	0.00
2019-20	80,929	0.789	63.87
2019-20	0	0.964	0.00
2019-20	23,720	1.581	37.50
2019-20	0	1.318	0.00
2019-20	0	1.266	0.00
2019-20	0	1.508	0.00
2019-20	0	1.493	0.00
2019-20	0	1.417	0.00
2019-20	2,339	2.594	6.07
2019-20	0	2.209	0.00

or notes about your calculation in the cell below

(collections/government-conversion-factors-for-company-reporting) under



## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 14 June 2021

<b>REPORT TITLE:</b>	<b>CARBON BUDGET PERFORMANCE REPORT 2020/21</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF REGENERATION AND PLACE</b>

### REPORT SUMMARY

This is the first annual Carbon Budget Performance Report and covers the 2020/21 financial year. It shows actual emissions compared against the 2020/21 Carbon Budget Target. This allows the Council to measure progress towards its target of carbon net zero by 2030 as included in the Environment and Climate Emergency Policy.

Annual Carbon Budget Targets and performance to date is shown in the table below.

<b>Financial Year</b>	<b>Annual Carbon Budget (tonnes CO<sub>2</sub>e)</b>	<b>Actual Emissions (tonnes CO<sub>2</sub>e)</b>
2019/20	13,656 (Baseline)	13,656
2020/21	10,349 (Mobilisation year)	9,424
2021/22	7,843	
2022/23	5,944	
2023/24	4,505	
2024/25	3,414	
2025/26	2,587	
2026/27	1,961	
2027/28	1,486 (Re-baselining due)	

The Carbon Budget Target for 2020/21 was 10,349 tonnes CO<sub>2</sub>e. Actual emissions were 9,424 tonnes CO<sub>2</sub>e. The target has been exceeded by 925 tonnes CO<sub>2</sub>e.

The reduction in emissions over 2020/21 have been achieved because of reduced use of Council assets due to the pandemic. Emissions associated with use of electrical energy have also reduced because of continuing 'decarbonisation' of grid electricity.

Actions to preserve current performance and achieve further reductions are described. Steps to include more emissions sources for the next re-baselining are noted and documented. Longer-term issues that will have to be addressed to meet the 2030 target are briefly explored.

This matter affects all Wards within the Borough although it only applies to Council-owned Assets.

This is not a key decision.

**RECOMMENDATION**

The Environment, Climate Emergency and Transport Committee is recommended to note the content of this report.

## SUPPORTING INFORMATION

### 1.0 REASONS FOR RECOMMENDATION

1.1 On 15 July 2019 Council Members declared an Environment and Climate Emergency that included an instruction to reinstate Carbon Budget reporting. An annual Performance Report, provided as soon as practical after the end of the Municipal Year, is considered necessary to document actual performance against the targets and allow the early formulation of practical strategies to reduce emissions.

### 2.0 OTHER OPTIONS CONSIDERED

2.1 There is an instruction from Members to reinstate Carbon Budget reporting so no other options were considered. The report is annual because the impact of seasonal variation renders anything other than a 12 month interval impractical and potentially misleading.

### 3.0 BACKGROUND INFORMATION

3.1 Performance information has been gathered and compiled using the same approved methods that were used to develop the baseline. Continued use of the Local Partnerships calculation toolkit allows comparison over time. A copy of the 2020/21 calculation tool is included at Appendix 1.

#### 3.2 Measured Performance

3.2.1 The Carbon Budget Target for 2020/21 was 10,349 tonnes CO<sub>2</sub>e. Actual emissions were 9,424 tonnes CO<sub>2</sub>e. The target has been exceeded by 925 tonnes CO<sub>2</sub>e. Carbon Budgets and performance to date are tabulated below.

Financial Year	Annual Carbon Budget (tonnes CO <sub>2</sub> e)	Actual Emissions (tonnes CO <sub>2</sub> e)
2019/20	13,656 (Baseline)	13,656
2020/21	10,349 (Mobilisation year)	9,424
2021/22	7,843	
2022/23	5,944	
2023/24	4,505	
2024/25	3,414	
2025/26	2,587	
2026/27	1,961	
2027/28	1,486 (Re-baselining due)	

3.2.2 Reporting convention requires that emissions be classified according to their defined scope. The table overleaf shows measured emissions for 2019/20 and 2020/21 as well as the percentage change.

Scope	Emissions Type	2019/20 Baseline Emissions (tonnes CO <sub>2</sub> e)	2020/21 Actual Emissions (tonnes CO <sub>2</sub> e)	Percentage change from baseline
<b>Scope 1</b>	Heating	5,994.67	4,367.77	-27.14%
	Authority's Fleet	599.99	268.32	-55.28%
<b>Scope 2</b>	Electricity	5,924.40	4,159.65	-29.79%
<b>Scope 3</b>	Staff Travel	482.03	156.38	-67.56%
	Transmission & Distribution Losses	502.97	357.77	-28.87%
	Water	151.94	114.5	-24.64%
<b>Total Emissions</b>		<b>13,656.00</b>	<b>9,756.07</b>	<b>-30.99%</b>

3.2.4 The calculated emissions show a year-on-year reduction of 30.99%. Whilst this is very encouraging it must be appreciated that 2020/21 was highly unusual and this performance is unlikely to continue unless the conditions are repeated.

### 3.3 What has affected 2020/21 emissions?

3.3.1 The most significant factor that has affected emissions is the 'lockdowns' that were necessary because of the Covid-19 pandemic. Energy and water use in Council Assets has reduced significantly as have business mileage claims. It should be noted that essential services had to be maintained for health and safety considerations. It is anticipated that energy use will rise in 2021/22 as Council Assets re-open. It is not certain what the long-term impact of the pandemic on working practices will be so any projection would be highly speculative until details of the Green Recovery Plans emerge.

3.3.2 It must be acknowledged that with many Officers working from home for most of 2020/21 some emissions will be displaced to individual homes. In time this will be reflected in national statistics and will be significant for the Borough and the Wirral Cool 2 aim of reaching carbon net zero by 2041. If home working is going to become a permanent feature of working practice, a robust method of estimating the associated Scope 3 emissions will have to be devised.

3.3.3 Emissions associated with the production of electricity have reduced and this is reflected in the annual conversion factors that are used to calculate emissions. This is a technical adjustment that reflects an increase in low carbon generation assets that feed into that national grid.

### 3.4 Council Actions over 2020/21

3.4.1 The Council has been dealing with challenges because of the Covid-19 pandemic. Despite the obstacles it has reinstated the Carbon Budget and completed a re-baselining exercise in September 2020 which set the targets for this performance report. The Council has also developed its Climate Emergency Action Plan and its Environment & Climate Emergency Policy.

### **3.5 Planned/Implemented Actions for 2021/22**

3.5.1 Detailed actions for the coming year are included in the Climate Emergency Action Plan (CEAP) and cover the diversity of the Council's activities that are not yet reported. A small number of initiatives that will impact on emissions in the short term are:

- Purchase of 'green' electricity from 1 April 2021 will reduce emissions by 42% of 2020/21 levels. Actual reduction will depend on the amount of electricity purchased by the Council.
- A £1m capital programme to improve energy efficiency in Council buildings is being developed. The programme will reduce emissions.
- The Council is working with local Consultants to develop emissions reduction plans at two office buildings and five leisure centres. This is grant funded from the Public Sector Low Carbon Skills Fund.
- The Public Sector Decarbonisation fund presents the opportunity to bid for grant funding through Salix Finance. In the first two phases timescales have been difficult to achieve if there was not a pipeline of developed proposals. The Council is working on the development of such a pipeline in consultation with colleagues from the Combined Authority.

### **3.6 Increasing Reporting**

3.6.1 One of the recommendations made by Local Partnerships was to add to the list of emissions being reported in cases where reliable reporting threads can be established for measures that may be converted to Carbon Dioxide equivalent (CO<sub>2</sub>e). Most of these emissions will be 'scope 3' (sometimes called Other indirect) which are incurred when the Council uses a product or a service but cannot influence the emissions associated with it.

3.6.2 Where reliable and coherent reporting is established, the annual performance report will record the annual emissions until they can be incorporated into the Carbon Budget. These processes are at a very early stage so it is not possible to provide detail. At this time the following possibilities are being explored:

- Fugitive Emissions are Scope 1 emissions that the Council has not been able to report because of resource constraints. If the necessary resource is made available, this reporting thread may be established.
- The Council reports waste to Government on a regular basis. Preliminary discussions have been held to establish whether it is possible to express the tonnages as CO<sub>2</sub>e.
- The Local Partnerships 2020/21 reporting template includes a new section called 'Outsourced Fleet' which might be useful if it is possible to obtain regular information in a consistent manner from Contractors. It may be necessary to consider estimation as the only practical way of including some emissions sources.
- It is understood that colleagues in Procurement have been examining the possibility of reporting emissions. This is a complex area that could have legal implications so detail is unclear.
- The tree planting strategy will, over time, provide a means of removing carbon from the atmosphere. Often called 'sequestration', a strategy will have to be developed to provide robust measurement.

3.6.3 It should be appreciated that whilst the Council is very willing to increase the emissions it reports, resource and cost considerations have to be balanced against the potential significance of the enhanced reporting.

### **3.7 Long term Issues**

3.7.1 The Council has set an ambitious target of achieving carbon net zero by 2030 and whilst this is possible, it would be wise to initiate programmes to address some issues that will inevitably take some time to make an impact on emissions. These include but are not limited to:

- Reducing use of fossil fuels which can be achieved by improving the thermal performance of the Estate and by replacing fossil fuel fired systems with an alternative low carbon energy source. Heat pumps are an option but given that electricity is significantly more expensive than natural gas, ways to reduce the heat demanded need to be examined.
- Most of the Council vehicles, including those against which vehicle mileage is claimed, are either diesel or petrol-driven. It has been recommended that the Council examine ways of increasing the use of electric vehicles. The author is not in a position to comment on the initiatives being developed but they are significant in respect of emissions reporting.
- Management of water will not have a major impact on emissions but undetected leaks and malfunctioning equipment will add significantly to costs.
- Council buildings are occupied and operated by people. It is vital that all staff are aware of and support the Council's aims regarding emissions – as well as the role they play. Programmes are in development and some staff have been fortunate enough to take part in Carbon Literacy Training sessions

## **4.0 FINANCIAL IMPLICATIONS**

4.1 There are no direct financial implications associated with setting annual Carbon Budgets nor for reporting of progress toward the corporate goal of achieving net zero emissions by 2030. The reduction of emissions will be achieved through the implementation of the Climate Emergency Action Plan (CEAP) which will be overseen by the Environment and Climate Emergency Action Group. There will be financial implications associated with delivery of the CEAP.

## **5.0 LEGAL IMPLICATIONS**

5.1 There are no direct legal implications arising from this report which reports annual emissions against the targets set in the Carbon Budget. This will assist the Council to meet its aim of achieving carbon net zero by 2030. The establishment of annual Carbon Budgets against which actual performance is compared and reported demonstrates that the Council is taking tangible action to address the issues raised by the Environment and Climate Emergency Declaration of July 2019.

5.2 It should be noted that the adequacy and action of both national and local government is under scrutiny by environmental interest groups with the threat of potential legal challenge. Several local authorities have been criticised for not putting their climate emergency declarations into action and are the subject of scrutiny and challenge for not doing so.

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

- 6.1 The Carbon Budget Performance reports are delivered through existing staff resources using the existing energy management database to report energy and water consumption. Although there are no staffing implications arising directly from this report it should be noted that employees' efficient and effective use of energy is vital to reducing measured emissions.
- 6.2 There are no IT implications arising directly from this report. However, it should be noted that IT systems and infrastructure contribute directly to emissions as they use energy.
- 6.3 This report quantifies the emissions associated with Council Assets. Energy and water use in Council assets accounted for over 92% of CO<sub>2</sub>e emissions in 2020/21. Whilst the measurement of emissions does not have a direct impact on the operation of Council Assets, analysis of the source data allows cost-effective reduction actions to be identified and prioritised.

## **7.0 RELEVANT RISKS**

- 7.1 The Council has made a series of public commitments to act on climate change including the declaration of an Environment and Climate Emergency in July 2019 that included an instruction to reinstate the Carbon Budget. A failure to demonstrate action and commitment to change would present a reputational risk. There are local authorities across the country who, having declared a climate emergency, are now under scrutiny for having apparently done little to turn their declaration into action.
- 7.2 The Council's corporate risk register has been updated to reflect the environment and climate emergency declaration and the identification of the risk climate change has on the Council, Wirral as a place and its residents. The delivery of the Environment & Climate Emergency Policy and working jointly with partner organisations and communities forms the mitigation to such risk. The risks associated with the effective delivery of the Environment & Climate Emergency Policy have been identified and mitigated. The Environment and Climate Emergency Action Group will monitor these risks as part of their management of the Environment & Climate Emergency Action Plan.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 The Carbon Budget reporting process was developed in conjunction with recognised expert Local Partnerships. The Council worked with Local Partnerships on the carbon reduction trajectory which was assessed as ambitious but achievable. The performance report shows progress towards the Council's goal of achieving carbon net zero by 2030 and will be available for public scrutiny.

## **9.0 EQUALITY IMPLICATIONS**

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

9.2 The potential impact of the proposal has been reviewed with regard to equality and it has been concluded that there is no relevance to equality.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 Reporting of annual emissions against the year's Carbon Budget is an integral part of the Council's response to the Environment and Climate Emergency declaration and provides a robust, reliable and consistent means of establishing annual emissions targets against which it enables measurement of progress towards the corporate 2030 Carbon Net Zero target.

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## **APPENDICES**

Appendix 1 – Carbon Budget Performance 2020-21

## **BACKGROUND PAPERS**

Wirral Council Climate Emergency Action Plan 2020: Establishing a baseline, carbon budget, emissions reduction trajectory and priority areas for action', Local Partnerships 14/10/20

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

<b>Council Meeting</b>	<b>Date</b>
<b>Council – Extraordinary Meeting – Declaration of Environment and Climate Emergency (Minute 21)</b>	<b>15 July 2019</b>

**Summary**

Scope	Emissions Type
Scope 1	Heating
	Fugitive Emissions
	Authority's Fleet
Scope 2	Electricity
Scope 3	Staff Business Travel
	Outsourced Fleet
	Transmission & Distribution Losses
	Water
<b>Total Emissions</b>	

**Summary by scope**

Scope	Emissions Type
Scope 1	Heating
	Fugitive Emissions
	Authority's Fleet

<b>Scope 2</b>	<b>Electricity</b>
<b>Scope 3</b>	<b>Staff Travel</b>
	<b>Outsourced Fleet</b>
	<b>Transmission &amp; Distribution Losses</b>
	<b>Water</b>

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Emissions (tCO <sub>2</sub> e)	Percentage of Total Emissions
4,367.77	46.3%
0.00	0.0%
268.32	2.8%
4,159.65	44.1%
156.38	1.7%
0.00	0.0%
357.77	3.8%
114.50	1.2%
<b>9,424.39</b>	<b>100.0%</b>

Activity	Emissions (tCO <sub>2</sub> e)
Natural Gas	4,328.73
Burning Oil - Kerosene	36.08
Gas Oil	2.95
Wood Pellets	0.00
HFC-32	0.00
R410A	0.00
HCFC-22/R22	0.00
Other Fugitive Emissions	0.00
Small diesel car ≤ 1.7 litre	0.59
Medium diesel car, 1.7 - 2.0 litre	0.00
Large Diesel Car > 2.0 litre	1.34
MPV - Diesel	0.00
Diesel van Class I (up to 1.305 tonnes)	0.00
Diesel van Class II (1.305 to 1.74 tonnes)	1.81
Diesel van Class III (1.74 to 3.5 tonnes)	163.70
Diesel 4x4	3.53
Minibus - Diesel	14.50
Small Petrol Cars ≤ 1.4 litre	0.00
Medium Petrol Car 1.4 - 2.0 litre	0.00
Large Petrol Car > 2.0 litre	0.00
Small Hybrid Car - Petrol	0.00
Medium Hybrid Car - Petrol	0.00
Large Hybrid Car - Petrol	0.00
Electric Vehicle (Average Sized Car)	0.00
Average Medium Car (Unknown Fuel)	0.00
Rigid HGV (>3.5 - 7.5 tonnes)	37.06
Rigid HGV (>7.5 tonnes-17 tonnes)	0.00

Rigid HGV (>17 tonnes)	32.51
All Rigid HGVs	0.00
Articulated HGV (>3.5 - 33t)	0.00
Articulated HGV (>33t)	0.00
All Articulated HGVs	0.00
All HGVs	0.00
Other Vehicles - Diesel	13.27
Other Vehicles - Petrol	0.00
Building Use	1,632.05
Streetlighting	2,527.59
Small Petrol Motorbike (Mopeds/Scooters up to 125cc)	0.00
Medium Petrol Motorbike (125-500cc)	0.01
Average Medium Car (unknown fuel)	0.00
Small Petrol Cars ≤ 1.4 litre	57.29
Medium Petrol Car 1.4 - 2.0 litre	29.94
Large Petrol Car > 2.0 litre	6.60
Small Diesel Car ≤ 1.7 litre	30.81
Medium Diesel Car 1.7 - 2.0 litre	17.38
Large Diesel Car > 2.0 litre	12.57
Small Hybrid Car - Petrol	0.86
Medium Hybrid Car - Petrol	0.44
Large Hybrid Car - Petrol	0.00
Electric Vehicle (Average Sized Car)	0.50
Small diesel car ≤ 1.7 litre	0.00
Medium diesel car, 1.7 - 2.0 litre	0.00
Large Diesel Car > 2.0 litre	0.00
MPV - Diesel	0.00
Diesel van Class I (up to 1.305 tonnes)	0.00
Diesel van Class II (1.305 to 1.74 tonnes)	0.00
Diesel van Class III (1.74 to 3.5 tonnes)	0.00
Diesel 4x4	0.00
Minibus - Diesel	0.00
Small Petrol Cars ≤ 1.4 litre	0.00
Medium Petrol Car 1.4 - 2.0 litre	0.00
Large Petrol Car > 2.0 litre	0.00
Small Hybrid Car - Petrol	0.00
Medium Hybrid Car - Petrol	0.00
Large Hybrid Car - Petrol	0.00
Electric Vehicle (Average Sized Car)	0.00
Average Medium Car (Unknown Fuel)	0.00
Rigid HGV (>3.5 - 7.5 tonnes)	0.00
Rigid HGV (>7.5 tonnes-17 tonnes)	0.00
Rigid HGV (>17 tonnes)	0.00
All Rigid HGVs	0.00
Articulated HGV (>3.5 - 33t)	0.00
Articulated HGV (>33t)	0.00
All Articulated HGVs	0.00
All HGVs	0.00
Other Vehicles - Diesel	0.00
Other Vehicles - Petrol	0.00
T&D Losses - Scope 2 Electricity	357.73
T&D Losses - EV	0.04
Water Supply	37.44
Water Treatment	77.06



Percentage of Type Emissions	Percentage of Total Emissions
99.1%	45.9%
0.8%	0.4%
0.1%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.2%	0.0%
0.0%	0.0%
0.5%	0.0%
0.0%	0.0%
0.0%	0.0%
0.7%	0.0%
61.0%	1.7%
1.3%	0.0%
5.4%	0.2%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
0.0%	0.0%
13.8%	0.4%
0.0%	0.0%





## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

14 JUNE 2021

<b>REPORT TITLE:</b>	Progress Update on Biodiversity Actions
<b>REPORT OF:</b>	Director of Neighbourhood Services

### REPORT SUMMARY

Committee approved the Council's Environment & Climate Emergency Policy at its previous meeting in March and since then officers have been putting arrangements in place and taking action, to progress the Policy's objectives and commitments. This report provides Committee with an update on progress being made with the biodiversity aspect of the Council's Environment & Climate Emergency Policy. Biodiversity is the biological variety and variability of life on Earth. Biodiversity is a measure of variation at the genetic, species, and ecosystem level.

The report focuses on 2 of the Council's biodiversity commitments within the policy, the 'Tree, Woodland and Hedgerow Strategy,' which was launched in July 2020 and 'Transforming our Open Spaces and Enhancing Biodiversity,' including the current position with the development of the Council's pollinator plan for roadside verges and parks green spaces and the new approach to grounds maintenance with a blend of reduced grass cutting and cessation of maintenance regimes being implemented during 2021-2022.

This report provides Committee with an update and is not a key decision.

### RECOMMENDATIONS

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

1. note and comment on the contents of the report on the progress being made against the Council's biodiversity commitments.
2. note the development of the Council's Pollinator Plan and request that the Director presents the Plan to Committee for approval this autumn.

## **SUPPORTING INFORMATION**

### **1.0 REASONS FOR THE RECOMMENDATION**

- 1.1 The Council recognises importance of the natural environment and the role that it can play in tackling climate change. This Committee participated in the development of the Environment & Climate Emergency Policy and set the commitments the Council should make in response to the Council's 2019 declaration of an environment and climate emergency. When approving the Environment and Climate Emergency Policy, Committee confirmed that they regard protecting the environment and promoting biodiversity are key aspects of the new policy.
- 1.2 The Council launched Wirral's Tree, Woodland and Hedgerow Strategy in July 2020, with the headline of doubling Wirral's tree canopy cover, at optimum growth, by planting and nurturing over 200,000 trees by 2030. The partnership board established to oversee the Strategy, which is made up of local, regional and national stakeholders, as well as various Council functions, has delivered on many of the strategy's early actions in its first year. This includes planting over 23,000 trees despite the lockdown restrictions of the Covid-19 pandemic.
- 1.3 Insect pollinator species have experienced national declines, in part due to the loss and fragmentation of habitat space. The Council is developing a Pollinator Plan which will contribute towards the Climate emergency policy. The pollinator plan objective is to increase the wildlife value of roadside verges, parks and open spaces, to provide food, shelter and nesting sites for pollinator species in addition to supporting a wider range of wildlife including plants, mammals and birds. The Council has now identified and established over 50 pollinator sites, which are now subject to reduced or no grass cutting.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 The report provides Committee with an update on the biodiversity aspect of the recently approved Environment & Climate Emergency Policy. However, the Council has declared an environment and climate emergency, recognising the urgent need for action to address and plan for the changes to the environment and climate. Therefore, the alternative of not making the necessary environment and biodiversity interventions would not address the Council's declared emergency.

### **3.0 BACKGROUND INFORMATION**

#### **TRANSFORMING OUR OPEN SPACES AND ENHANCING BIODIVERSITY**

The Council and its partners have a range of opportunities this year and beyond, to make significant progress working collaboratively, transforming open spaces and enhancing biodiversity. The challenge to all those involved is to ensure such

opportunities are identified and harnessed to maximise the benefit. Committee has recognised previously that the post Covid-19 pandemic recovery phase, now being entered, is a major 'green reset' opportunity and a chance to do things differently and set new priorities going forward. The Climate Emergency Team will focus on bringing colleagues, partners, and stakeholders together to ensure joined up thinking and alignment of strategies, including those for Growth and Regeneration, the Local Plan and Pandemic Recovery, to progress action against the Council's biodiversity commitment.

### **Green and Blue Infrastructure Strategy**

An example of the new approach and collaboration is the joint work between Planning and Climate Emergency officers, on the consideration of a joint environmental action plan as part of the Council's Green and Blue Infrastructure Strategy, which a review of Wirral's environmental assets. Such an action plan will be used to coordinate the implementation and delivery of a range of environmental improvement projects arising from key strategies such as the Local Plan, Birkenhead Regeneration Scheme, the Tree, Woodland and Hedgerow Strategy, emerging Pollinator Plan, and others, including:

- The identification of project areas for 'biodiversity net gain' contributions from new development through the Local Plan.
- The identification of project areas to support provision for managing Wirral's coastline and attractions.
- The identification of potential environmental improvements to existing open space and the resource implications.

Committee will be fully engaged with these developing initiatives, which are designed to ensure full alignment of planning and development objectives with the Council's Environment and Climate Emergency Policy.

### **Pollinator Plan**

- 3.1 The Council has been developing a Pollinator Plan for some time with Parks & Countryside Services implementing an initial action plan in 2018, to review established mowing regimes and consider adopting the practices of 'Plantlife's Road Verge and Wildlife Management Guidelines.'
- 3.2 In 2019, Council resolved to develop the Pollinators Plan through a series of pilot sites across the borough. The 2 initial pilot sites identified were grass verges at the corner of Plymyard Avenue and Eastham Rake. The Covid-19 pandemic resulted in these pilots being postponed until 2021 and are still planned for this year.
- 3.4 In Spring 2020 the Covid-19 pandemic and full lockdown resulted in a delay in starting the grass cutting season of approximately 8 weeks. This meant that the grass across the borough had been allowed to grow much longer than in previous years, which in turn enabled certain native wildflowers to grow and prosper in the unmaintained verges. This unexpected outcome of the lockdown generated a lot of positive public feedback, people wanted to see an expansion of rewilded areas to enhance wildlife and supported a reduction in grass cutting. As a result, people were

encouraged to send in requests for locations to be considered for inclusion in an expanded number of sites for reduced maintenance.

- 3.6 Officers have collated this feedback and working alongside partners (including Wirral Wildlife Trust) a list of 70 pollinator friendly verges has been identified for establishing this year. The Council is erecting signs at the sites to inform residents of the scheme and the sites have had edge borders of 1.5m cut and/or pathways to maintain access and sightlines. Initial observations of the pollinator sites suggest that they have become established and have proven popular with the public. However ongoing work is needed to promote the purpose of the pollinator sites and further public awareness campaigns are planned.
- 3.7 In addition there has been positive developments for wildflowers and pollinators along the Rock Ferry bypass section of the A41. In April 850 plug plants were planted with another 3000 plug plants and approximately 4000m<sup>2</sup> of seeding to be sown in May.
- 3.8 Parks and Countryside Services are continuing to identify and promote suitable pollinator sites in parks and open spaces across Wirral with Officers exploring how they can further work with residents, councillors, and partners such as Friends of Parks Groups and Wirral Wildlife Trust. Officers will now continue to develop the Council's Pollinator Plan ensuring it sits under and is fully aligned with the Environment and Climate Emergency Policy and present it for approval to a future Committee meeting.

### **Reduced Grass Cutting Regime**

- 3.9 Sustainable grounds maintenance operations are key to driving the biodiversity objectives by encouraging pollinators, sustainable re-wilding, and reduced levels of carbon emitting grounds maintenance. Aligning with the Pollinators Plan and commitment to promote biodiversity, the development of the reduced grass cutting and cessation of maintenance regimes are being implemented across Wirral for the 2021/2022 season. This new maintenance programme means that some green spaces will have reduced maintenance or may no longer be maintained these new regimes align with the objectives of the Pollinators Plan. This includes the frequency of grass mowing being reduced from 13 cuts per year to 10 cuts per year for all general grass areas in parks and public open spaces and the cessation of maintenance at 42 Amenity Greenspaces and 85 Grass Verge sites.
- 3.10 For locations where longer grass growth would be inappropriate, previous maintenance frequencies remain in place. This includes provision for sports pitches, bowling greens, play areas and ornamental gardens. For roadside verges, which if left to grow would cause roads safety concerns, sightlines have been created by cutting a corridor edge along the verge. Such sites will be subject to regular inspection to ensure they remain safe and comply with statutory duties. The unmaintained grass areas are providing opportunities for pollinator sites and locations for tree planting.

### **'No Mow May'**

- 3.11 In addition to the reduced grass cutting regime, the Council is participating in 'Plantlife's' national 'No Mow May' campaign. This involves the cessation of grass

mowing in general areas of parks for over a month, to encourage bees, butterflies, and wildlife to thrive in parks. The cessation of grass mowing will run until the mid-June; however, pathways have been cut where required and these will be maintained to provide walking routes. The Council is erecting signs at the sites to provide details of the No Mow May campaign, including the benefits of leaving grass areas to grow during this period. Sport pitches, bowling greens, churchyards, cemeteries, play areas, outdoor gyms, and formal areas (i.e., Hamilton Square) are not part of the No Mow May campaign and being maintained as normal.

## **WIRRAL'S TREE, WOODLAND AND HEDGEROW STRATEGY**

- 3.12 Wirral's Tree, Woodland and Hedgerow Strategy was approved and launched by the Council in July 2020, following collaborative work with local stakeholders WiT (Wirral Initiative for Trees), and regional and national stakeholders such as Mersey Forest and the Tree Council. At the time of launch the strategy received acknowledgement for providing best practice in demonstrating clear linkage to climate emergency and the function trees perform in response and for the collaborative and joint work that was undertaken by stakeholders to produce the strategy.
- 3.13 The organisations and stakeholders who worked together to produce the strategy have since formed a partnership board to establish the strategy and drive action. Since September last year the advisory board has been meeting regularly to oversee a work programme of early action.
- 3.14 One of the headlines in the Tree, Woodland and Hedgerow Strategy is to plant 210,000 trees across Wirral in the 10 years to 2030 and in doing so eventually doubling Wirral's tree canopy cover. The carbon capture and sequestration metrics are being developed to enable the Council to determine the contribution being made by the tree planting programme. Since the Covid-19 pandemic began a total of 20,432 trees have been planted, with a further 3,600 to be planted over the coming weeks. This includes over 1700 trees planted through the Urban tree Challenge Fund and over 10,000 trees planted by schools through the Eco Schools programme. Therefore, the total number of trees planted in Year 1 of the strategy will be 24,032, which exceeds our annual target. Preparations are now underway to develop the programme for the next planting season which commences in November.
- 3.15 The Council has recently recruited a Tree Landscape Manager whose role will be to plan for and coordinate future tree planting programmes, including land identification, tree sourcing and provision of equipment. However, an early priority for the Tree Landscape Manager will be to establish a community planting and engagement policy and to work with local stakeholders to get local people involved in tree planting. The first tree planting season was successful in terms of numbers of trees planted, however, it highlighted that work is needed to improve resident consultation and involvement which are both vital to the Tree, Woodland and Hedgerow Strategy's overall success.
- 3.16 Moving forward into this year, work will be undertaken to progress other aspects of the strategy including raising awareness of the ash dieback disease, promoting the protection and reinstalment of hedgerows, recruiting tree wardens and support for

other voluntary roles, the development of tree awareness training for officers and members and the protection of trees and hedgerows from wilful damage.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 There are some financial implications of the development of the Pollinators Plan. There may be a need to purchase wildflower seeds and additional machinery that can cope with longer grass and removes arisings off site. Grass arising removal is important as it prevents nutrients from being added back into the soil, which over time is detrimental to native wildflowers.
- 4.2 The Council will continue to maintain the pollinator grass verges (e.g. cutting edge borders and removal of the grass cuttings at least once a year) to ensure wildflowers are resilient and thrive, a saving may be achieved by the modified 'pollinator friendly' mowing of the sites proposed. However, the cost of removing and appropriate disposal of the grass cuttings will take up a proportion of this saving but it is difficult to predict what the cost of the disposal will be at this stage.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council has a statutory duty to keep roadside verges cut to a reasonable height to maintain sightlines for road users.
- 5.2 By delivering its various biodiversity strategies and commitments the Authority will be able to clearly demonstrate how it is complying with its 'biodiversity duty' under section 40 of the Natural Environment and Rural Communities Act 2006, to conserve biodiversity in the proper exercise of its functions, along with other various wildlife etc laws such as the Wildlife and Countryside Act 1981 which provides protection to wild birds, other animals and plants.

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

- 6.1 The Council's biodiversity commitments do have resource implications and will require changing work practices, new skills and competencies for the workforce and investment in workforce training and new machinery to address these. It is also essential that the Council delivers an effective public awareness campaign to ensure that residents understand the changes that are occurring to their local environment and how they can contribute and get involved. Community participation in the initiatives and campaigns that will drive biodiversity is essential. All the actions involved in promoting biodiversity require public involvement and ownership to succeed.

#### **7.0 RELEVANT RISKS**

- 7.1 There is a risk that too long grass will hinder sightlines for vehicles along the road network. This risk is mitigated against by careful site selection and by cutting edge borders surrounding long grass.

- 7.2 Trial areas may be unsuccessful in establishing, due to poor weather and other ground factors. The success of the trial sites will be monitored and reviewed throughout.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Public engagement is welcomed and encouraged throughout, with an on-line form on Wirral Council's website enabling residents to request areas to be assessed for their viability of becoming a pollinator site. There will be ongoing public consultation and engagement to develop and complete the Pollinators Plan. The on-line form can be accessed here: <https://www.wirral.gov.uk/environmental-problems/street-care-and-cleaning/pollinators-and-wildflower-sites>.
- 8.2 Officers have benefitted from expert advice (for instance Wirral Wildlife Trust and Plantlife) to inform decision making.

## **9.0 EQUALITY IMPLICATIONS**

- 9.1 The report provides Committee with an update on progress with biodiversity actions and therefore an equality impact assessment has not been undertaken. However, the Council's Environment and Climate Emergency Policy (link to EIA below) and Tree, Woodland and Hedgerow Strategy were subject to equality impact assessments prior to launch and the Pollinators Plan will be assessed in preparation for approval.

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

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 The Council's commitment to promoting biodiversity will have a positive impact on the environment, there are tangible carbon offset and sequestration benefits from the delivery of strategies such as the Tree, Woodland and Hedgerow Strategy and pollinators plan.
- 10.2 Since the 1930's the UK has lost 97% of its ancient wildflower meadows. Roadside verges in the UK support around 700 species of wildflowers. Wildflowers provide a vital habitat for many bees, butterflies, birds, bats and bugs. Not only do flowering plants provide nectar and pollen for declining pollinators species (especially bees), wildflowers provide an important food source and refuge for many insects. For instance, Dandelions are in the top five of road verge wildflower species that support the highest number of invertebrates, supporting over 100 species.
- 10.3 By promoting wildflowers on Wirral's roadside verges and green spaces the Council can provide a valuable habitat for these plant species, which in turn helps all wildlife from the bottom to the top of food chain.

## REPORT AUTHOR:

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## BACKGROUND PAPERS

Plantlife “The good verge guide: a different approach to managing our waysides and verges” (2016)

Buglife “Road Verges and their potential for pollinators: A review of costs, benefits and management options” (2019)

Wirral Council’s Environment and Climate Emergency Policy (2021)

Wirral’s Tree, Woodland and Hedgerow Policy (2020)

## SUBJECT HISTORY (last 3 years)

<b>Council Meeting</b>	<b>Date</b>
<b>Environment, Climate Emergency &amp; Transport Committee</b> Environment & Climate Emergency Policy	<b>16<sup>th</sup> March 2021</b>
<b>Environment Overview &amp; Scrutiny Committee</b> Update of Pollinators Action Plan	<b>28<sup>th</sup> November 2019</b>
<b>Full Council</b> Notice of Motion on Pollinators	<b>15<sup>th</sup> July 2019</b>



## ENVIRONMENT, CLIMATE EMERGENCY & TRANSPORT COMMITTEE

Monday, 14 June 2021

<b>REPORT TITLE:</b>	<b>2021/22 BUDGET MONITORING AND 22/23 BUDGET PROCESS</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF RESOURCES</b>

### REPORT SUMMARY

On 17 March 2021, the Committee approved the process for monitoring the 2021/22 budget and for commencing the budget setting process for 2022/23. This report highlights these processes and includes further supporting information to ensure they can be followed.

The Committee is aware that the Ministry for Housing, Local Government and Communities have provided a conditional offer of exceptional financial support (capitalisation directive) for 2021/22 of up to £10.7m. One of the conditions of that offer is that the Council will need to provide evidence from the assurance review of the authority’s financial position and its ability to meet any or all of the identified budget gap without any additional borrowing.

Therefore, it is vitally important that the Council has robust processes in place to manage and monitor the in-year financial position, to ensure it is reporting a forecast balanced position to the end of the year and that the process for 22/23 budget setting is underway early so that an agreed budget can be agreed by Full Council in March.

### 2021/22 Budget Monitoring

The report updates on the position for the 2021/22 budget and the role of the Committees in monitoring the budget during the year. This enables Committees to take ownership of their specific budgets and provide robust challenge and scrutiny to Officers on the performance of those budgets. Supporting information is provided to the Committee in order for this to happen as part of the appendices. The Committee is accountable for ensuring that the committee budget remains within the relevant envelope and will take collective responsibility via the Policy and Resources Committee to ensure that the whole Council budget remains in balance at all times, by agreeing mitigating actions to bring the budget back in line, should a deficit be forecast.

To enable committees to manage and monitor budgets effectively in year, a suite of detailed information will be provided on a quarterly basis:

- Full revenue budget monitoring report for the preceding quarter
- Full list of budget savings proposals and the progress for their achievement
- Full list of reserves allocated to the Committee for future on-off commitments
- Full capital budget monitoring report for the preceding quarter

- Other specific information relevant to the individual committee

In addition, committees who have requested it, will be provided with an exception report on a monthly basis, outside of the quarterly monitoring process. This will be a summary report and will highlight any known significant changes from the previous quarterly forecast that require the committees attention

## **2022/23 Budget Process**

Members will note that one of the key documents required to enable the Council to receive approval for exceptional financial support was a balanced five-year medium term financial plan (MTFP). A summary of this was provided in the budget report to the Committee on 17 March 2021. This document was prepared by Officers and now requires committee oversight and approval. The Committees will consider whether the proposals included in the MTFP for the 2022/23 budget, and beyond, are to be taken forward or whether they are to be replaced by alternative proposals that the committee recommend.

Officers have prepared a suite of documents included within the appendices to support the Committee in its role of contributing to the budget setting process.

Each committee, supported by the officers, is accountable for identifying, developing and agreeing savings proposals during the summer to ensure a draft balanced budget can be considered by the Policy and Resources Committee in October 2021, to enable budget consultation to start in a timely manner in November 2021.

To enable the officer budget proposals to be scrutinised by the Committee, it is recommended that a budget working group be established to consider the content of the MTFP and make recommendations into the committee on the viability of the proposals, the robustness of the pressures/growth items and to recommend any additional proposals that the Committee require officers to prepare.

This matter affects all Wards within the Borough and is not a key decision.

## **RECOMMENDATION/S**

That Environment, Climate Emergency and Transport Committee:

1. Note the content of the report and the current forecast position of savings for 2021/22 and the ongoing work being undertaken to mitigate any under-achievement.
2. Agree to include the current proposals within this report from the Medium Term Financial Plan from 2022/23 – 2025/26 and the Director of Neighbourhoods to develop them into full business cases, where appropriate, for inclusion in the 2022/23 budget proposals to Policy and Resources Committee at its October meeting for approval.
3. Convenes a series of budget workshops to identify any alternative savings/income/reductions in pressures to ensure that a full suite of costed and deliverable proposals can be recommended to the Policy and Resources Committee at its October meeting for approval.

4. Commence the Zero Based Budgeting project within the budget workshops to contribute to the overall savings target of £170k in 2021/22

## **SUPPORTING INFORMATION**

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

- 1.1 The 2021/22 Budget was agreed at Full Council on 1 March 2021. This budget was made up of savings proposals, pressures/growth items and funding that were based on either actual known figures or best estimates available at the time. At any point during the year, these estimated figures could change and need to be monitored closely to ensure, if adverse, mitigating actions can be taken immediately to ensure a balanced forecast budget can be reported to the end of the year.
- 1.2 The 2022/23 budget is required to be agreed by full Council no later than 11 March each year. Members should be engaged as early as possible in this process to have time to consider and recommend proposals to be able to present a balanced budget to full Council and to allow sufficient time for a meaningful public consultation exercise.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 The Committee could choose to not engage in the budget monitoring process for 2021/22 which could result in an overspend position for 2021/22 being reported.
- 2.2 The Committee could choose to not engage in the budget setting process for 2022/23 which could result in the inability to recommend a balanced budget to full Council in March 2022.
- 2.3 Both of these options would result in an unbalanced budget which is unlawful. Under these circumstances, the Section 151 Officer would be required to issue a section 114 notice and report this to all Members of Full Council. The outcome of which would result in intervention by Government.
- 2.4 The Committee can decide to establish their own process for monitoring the 2021/22 in-year budget and setting the 2022/23 budget. This would need to be agreed at the 29 June Policy and Resources Committee which reduces the time available to implement mitigating actions, where an adverse 2021/22 forecast maybe found.
- 2.5 This also reduces the time available for the identification and agreement of proposals to be included in the 2022/23 budget. Either of these delays could put the ability to present a balanced 21/22 and 22/23 budget at risk and increase the risk.

### **3.0 BACKGROUND INFORMATION**

- 3.1 At its Committee in March, the Policy and Resources Committee agreed the process for managing and monitoring the 2021/22 budget. This process is as follows:

## 2021/22 Budget Monitoring

- 3.2 Committee's will be accountable for ensuring that the budget remains within the relevant envelope for each committee and will take collective responsibility via the Policy and Resources Committee to ensure that the whole Council budget remains in balance at all times or provides mitigating actions to bring the budget back in line, should a year end deficit be forecast.
- 3.3 To enable committees to manage and monitor budgets effectively in year, a suite of detailed information will be provided on a quarterly basis:
- Full revenue budget monitoring report for the preceding quarter (available at the end of Quarter 1)
  - Full list of budget savings proposals and the progress for their achievement (Appendix 1)
  - Full list of reserves allocated to the Committee for future on-off commitments (Appendix 2)
  - Full capital budget monitoring report for the preceding quarter (available at the end of Quarter 1)
  - Other specific information relevant to the individual committee
- 3.4 Committees had previously requested a budget book that detailed the individual budgets for each committee. The full budget books are extremely detailed and could contain hundreds of separate lines and would be more conducive to a workshop where these can be scrutinised and discussed in detail. It is recommended that a budget working group is established by the Committee, convened immediately, that would meet throughout the summer to:
- Oversee the monitoring of the 2021/22 in-year budget.
  - Review the detailed budgets for the committee.
  - Undertake the Zero Based Budgeting exercise (paragraph 3.17)
  - Identify proposals/scrutinise pressures to be included for the 2022/23 budget (paragraph 3.23)
- 3.5 Committees have the autonomy to vire (transfer) budgets from one function to another within their overall committee budget envelope. Virements will be also agreed by the Section 151 Officer as there are certain conditions where budgets are not allowed to be vired for the purposes of gaining a specific benefit e.g. where budgets from supplies budget headings are vired to employees budget headings to take advantage of an uplift for pay inflation.
- 3.6 Each committee will be responsible for remaining within its overall budget envelope and not overspending. Where an adverse variance is forecast, each committee will be required to take remedial action to bring the budget back in line and ensure that overspends are mitigated.
- 3.7 Where a committee has taken all possible steps for remedial action and is unable to mitigate an overspend, this must be reported to the P&R Committee who will take an organisational view of how this adverse variance will be managed. There must be

immediate action agreed to ensure a forecast balanced budget can be reported, and this will be monitored by the P&R Committee.

- 3.8 Whilst each committee is required to remain within its annual budget envelope, there may be reasons for committees to report a favourable variance in-year. Committees wishing to use any forecast underspend must have approval from the P&R Committee to do this. The council cannot be in a situation where one committee is forecasting an overspend that it is unable to mitigate, and another committee is forecasting an underspend and utilises this for its own purposes.
- 3.9 The P&R Committee has overall responsibility for taking any necessary steps required to ensure a whole Council budget can report a balanced budget throughout the year.

### **2021/22 Interim Budget Forecast**

- 3.10 The savings for Committee for the year are forecast to be off target for achievement. The total anticipated achievable value is £1.896m against an agreed value of £3.305m. There are some assumptions built into this forecast achievement.
- 3.11 The following savings are the subject of separate reports on this agenda:
- Car Parking £1m
  - Environmental Enforcement £0.15m
  - Reduction in grass cutting £0.25m
  - Amenity space maintenance cessation £0.1m
- 3.12 It is assumed that the Committee will agree preferred options to make these saving at this June committee and that these will be implemented as soon as practically possible.
- 3.13 For car parking, a reduction in grass cutting and amenity space maintenance cessation, an 8 month saving is assumed to be achieved. For environmental enforcement a 6 month saving is assumed to be achieved. If the Committee does not agree preferred options, then this saving will be delayed further.
- 3.14 The saving relating to the Roydon Park development will not be achieved in year due to ongoing discussions regarding the facility and the site. This saving will remain in the budget and will be carried forward to be achieved in 2022/23. It maybe possible to offset this saving in year with additional income from commercial activity across other sites. An update will be provided in the end of June monitoring report (Quarter 1) but for now the saving remains risk rated as red.
- 3.15 The saving relating to LED replacement will not be fully achieved in year. The saving originated from the business case for LED replacement that was developed in 2018 as a result of a successful application for a SALIX loan. Since the original case was developed, the trajectory of the savings and loan repayments have been reviewed. It is anticipated that this saving could be achieved via other energy efficiencies across the organisation. An update will be provided at Quarter 1 but for now the saving remains risk rated as red.

- 3.16 As described in 3.4, it is recommended that the Committee convene a budget workshop to determine whether there is potential for full year savings to be achieved for the items described in 3.10 or whether any alternative savings can be made.

### **Zero Based Budgeting**

- 3.17 As part of the 2021/22 budget, a savings proposal of £170k to carry out a zero based budgeting exercise was agreed. Zero basing is a method of budgeting in which all expenditure must be justified before it is agreed. The process starts from a 'zero base' i.e. a zero budget and every function within the area is analysed for its needs and costs. Budgets are then built around what is needed for the following period, regardless of whether each budget is higher or lower than the previous one.
- 3.18 The process can be time-consuming and is usually undertaken in advance of the following years budget setting. The proposal for £170k saving recognises that this is a part year saving and should provide an indication of further savings that could be achieved in 2022/23.
- 3.19 In order for this saving to be achieved in-year, it is recommended that Members of the budget workshops, supported by Officers, start the zero basing in July. Officers will shortly be undertaking a 'spring-clean' of budgets to ensure that the current activity is correctly reflected in the budgets in order for the zero-basing to be undertaken effectively.

### **2022/23 Budget Setting**

- 3.20 The process for setting the 2022/23 will commence immediately. Officers, to satisfy the requirement of MHCLG for exceptional financial support, have compiled a five-year medium term financial plan (MTFP). Committees will consider whether the proposals included in the MTFP for the 2022/23 budget, and beyond, are to be taken forward or whether they are to be replaced by alternative proposals that the committees recommend.
- 3.21 The budget gap for the Council for 2022/23 currently stand at £19.5m. At the Policy and Resources Committee on 17 March, a full list of proposals were included in the budget report that balanced this gap. Since then, as Officers have been reviewing these proposals, some of these values are currently at risk and there now remains a forecast unmitigated budget gap, of around £5m.
- 3.22 In readiness for the first committees of the new municipal year, Officers have prepared a suite of documents for the committees. These are:
- List of future years savings and pressures included within the MTFP (Appendix 4)
  - Summary business cases for each of the savings' proposals in the MTFP for 2022/23 and whether any specific consultation is required for each one (Appendix 5)
  - Summary business cases for each of the perceived pressures/growth items in the MTFP with supporting evidence as to how they have been estimated (To be included as part of the budget workshops)
  - Oversight of all savings proposals and growth/pressures over the medium term for Members to ensure no duplication or contradiction across Committees (To be included as part of the budget workshops)

- 3.23 Included within the MTFP for 2022/23 are the following proposals:
- 3.23.1 Transport – this is an organisational review of transport across all Directorates and includes Home to school transport within Children and Young People, Council fleet vehicles, grey fleet and the assessment of eligibility criteria for any transport provision. An element of this review, Home to School Transport for post 16 is the subject of a proposal on the Children, Young People and Education Committee. As this review is cross cutting, the areas of the review will be presented to the relevant committees but as transport falls under the ownership of this Committee, a link back will be provided.
  - 3.23.2 Nature friendly open spaces – see Appendix 4
  - 3.23.3 Review of Neighbourhood Services Directorate – as the Directorate moves towards new ways of working and more modern and efficient working practices, there will not be a requirement for the same number of staff in the Directorate. Continuing the process for requests early voluntary redundancy, as happened this year is anticipated to achieve these savings over the medium term.
- 3.24 Each committee, via the budget working groups, will be accountable for identifying, developing and agreeing savings proposals during the summer to meet the 2022/23 budget gap and ensure a draft balanced budget can be considered by the P&R Committee in October 2021, to enable budget consultation to start in a timely manner in November 2021.
- 3.25 It is recommended that the budget workshops not only identify additional savings proposals to meet the gap but to scrutinise and challenge the pressures and growth items included in the MTFP for 2022/23 to see if these can be reduced.

### **Exceptional Financial Support**

- 3.26 Members will be aware that in March, MHCLG provided a conditional offer of Exceptional Financial Support (EFS) to the Council of up to £10.7m to support the indirect pressures forecast as an ongoing impact of Covid-19 in the 2022/23 budget. One of the conditions of that offer was that an external assurance review would be commissioned by MHCLG.
- 3.27 In preparedness for this review, the Council has been working with the Chartered Institute of Public Finance and Accountancy (CIPFA) to carry out an interim assessment of MTFP and a high level review of the cost of the services the Council provides. Further information regarding EFS can be found at Appendix 5.

## **4.0 FINANCIAL IMPLICATIONS**

- 4.1 This report describes the process for 2021/22 budget monitoring and 2022/23 budget setting. Included within it are the current financial forecasts for both years. Therefore, all the financial implications are included within the body of the report.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 The role of the Policy and Resources Committee, in consultation with the respective Policy and Service Committees, has been charged by Council to formulate a draft Medium Term Financial Plan (MTFP) and budget to recommend to the Council.
- 5.2 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council. Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.
- 5.3 Section 30(6) of the Local Government Finance Act 1992 provides that the Council has to set its budget before 11<sup>th</sup> March in the financial year preceding the one in respect of which the budget is set.
- 5.4 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves.
- 5.5 Consultation must take place in accordance with the Council's duties under section 65 of the Local Government Finance Act 1992. The detailed summary of responses provided are attached in the appendix to this report. It must be borne in mind that this is consultation on the budget proposals, not on the decision to take whatever decision is implied by the adoption of that budget. The consultation process, including the Council's consideration of the responses, is required to comply with the following overarching obligations (unless detailed statutory rules supplant these):
  - (a) Consultation must be at a time when proposals are at a formative stage.
  - (b) The proposer must give sufficient reasons for its proposals to allow consultees to understand them and respond to them properly.
  - (c) Consulters must give sufficient time for responses to be made and considered.
  - (d) Responses must be conscientiously taken into account in finalising the decision. This is the same whether or not a public body was required to consult or chooses to do so. This is because all of those rules are aspects of an overriding requirement for 'fairness'. The process must be substantively fair and have the appearance of fairness. The setting of the budget and council tax by Members involves their consideration of choices.
- 5.6 When considering options, Members must bear in mind their fiduciary duty to the council taxpayers of Wirral. Members must have adequate evidence on which to base their decisions on the level of quality at which services should be provided.

- 5.7 Where a service is provided pursuant to a statutory duty, it would not be lawful to fail to discharge it properly or abandon it, and where there is discretion as to how it is to be discharged, that discretion should be exercised reasonably.
- 5.8 The report sets out the relevant considerations for Members to consider during their deliberations and Members are reminded of the need to ignore irrelevant considerations. Members have a duty to seek to ensure that the Council acts lawfully. Members must not come to a decision which no reasonable authority could come to; balancing the nature, quality and level of services which they consider should be provided, against the costs of providing such services.
- 5.9 There is a particular requirement to take into consideration the Council's fiduciary duty and the public sector equality duty in coming to its decision.
- 5.10 The public sector equality duty is that a public authority must, in the exercise of its functions, have due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 5.11 Any decision made in the exercise of any function is potentially open to challenge if the duty has been disregarded. The duty applies both to Full Council when setting the budget and to the Policy and Services Committees when considering decisions.
- 5.12 Once a budget is in place, Council has delegated responsibility to the Policy and Services Committees to implement it. The Committees may not act contrary to the Budget without consent of Council other than in accordance with the Procedure Rules set out at Part 4(3) of the Constitution.
- 5.13 It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.
- 5.14 Members are also individually reminded that Section 106 of the Local Government Finance Act 1992 applies to this meeting. Members who are two months or more in arrears with their Council Tax must declare this to the meeting and must not vote on budget recommendations, as to do otherwise can be a criminal offence.

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

- 6.1 At this time, there are no additional resource implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there will be resource implications, and these will be addressed within the relevant business cases presented to the Committee.

## **7.0 RELEVANT RISKS**

- 7.1 The Council's ability to maintain a balanced budget for 2021/22 is dependent on a static financial position. This is an impossible scenario due to estimated figures being provided in the calculation for the 2021/22 budget, albeit the best estimates that were available at the time, plus any amount of internal and external factors that could impact on the budget position in year. Examples of which are new legislation, increased demand, loss of income, increased funding, decreased funding, inability to recruit to posts, ongoing impact of the pandemic etc
- 7.2 A robust monitoring and management process for the 2021/22 budget must be agreed and in place as soon as possible. If at any time during the year an adverse position is forecast, remedial action must be agreed and implemented immediately to ensure the budget can be brought back to balanced position.
- 7.3 The risk of this not being able to be achieved could mean that the Council does not have enough funding to offset its expenditure commitments for the year and therefore not be able report a balanced budget at the end of the year. This could result in the Section 151 Officer issuing a Section 114 notice.
- 7.4 The budget agreed by full Council on 1 March 2021 for 2021/22 was underpinned by an offer of a maximum of £10.7m exceptional financial support provided by MHCLG. This offer was conditional and is described in paragraph 3.21. If the Council does not accept recommendations made from the external assurance review, this may put the offer of the exceptional financial support at risk. If the Council is not able to report a balanced budget without some or all of the exceptional financial support, this may also result in the Section 151 Officer issuing a Section 114 notice in year.
- 7.5 A key risk to the Council's financial plans is that funding and demand assumptions in particular can change as more information becomes available. As such, the MTFP is regularly reviewed and updated as part of routine financial management.
- 7.6 Under the system of retained Business Rates, Authorities benefit from a share of any increased revenues but are liable for at least a share of any falls in income (subject to safety net triggers) and any non-collection. This includes reductions arising from appeals relating to past years which partially fall on the Authority. These risks are mitigated through a combination of the operation of the Collection Fund, General Fund Balances and a Business Rates Equalisation Reserve.
- 7.7 The MTFP currently presents a balanced budget over a five-year period. If the committees are not minded to accept the proposals included by officers in the MTFP, especially for the 2022/23 budget, alternative proposals need to be identified and agreed as soon as possible. A delay in agreeing these may put the timetable for setting the 2022/23 at risk and may result in a balanced budget not being identified in time for the deadline of 11 March 2022.
- 7.8 The five-year MTFP is based on current estimated information available. A four-year comprehensive spending review (CSR) is anticipated from Government from 2022/23. Assumptions have been made in the current MTFP for income and funding from business rates and council tax and social care grants as the main sources of

funding. If there is an adverse change to these assumptions as a result of the CSR, additional savings proposals or reduced expenditure would need to be identified as soon as possible to ensure a balanced five-year MTFP can be achieved. Committees will be kept updated with any announcements regarding the CSR through the year.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Consultation has been carried out with the Senior Leadership Team (SLT) in arriving at the governance process for the 2021/22 budget monitoring process and the 2022/23 budget setting process. SLT have compiled the MTFP.
- 8.2 Since the budget was agreed at Full Council on 1 March, some proposals may have been the subject of further consultation with Members, Customer and Residents. The details of these are included within the individual business cases or are the subject of separate reports to the Committee

## **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 At this time, there are no further equality implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be equality implications associated with these, and these will be addressed within the relevant business cases presented to the Committee.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

- 10.1 At this time, there are no additional environmental and climate implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be environment and climate implications associated with these that will be addressed within the relevant business cases presented to the Committee.

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## **APPENDICES**

- Appendix 1 Achievement of 2021/22 approved savings
- Appendix 2 Committee Reserves
- Appendix 3 Future years savings proposals and Growth/Pressures
- Appendix 4 Summary Business case for 2022/23 saving
- Appendix 5 Exceptional Financial Support

## **BACKGROUND PAPERS**

MHCLG Exceptional Financial Support Offer Letter

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

<b>Council Meeting</b>	<b>Date</b>
<b>Policy and Resources Committee</b>	<b>17 March 2021</b>
<b>Full Council</b>	<b>1 March 2021</b>
<b>Policy and Resources Committee</b>	<b>7 October 2020</b>

## APPENDIX 1

### Progress on the achievement of approved 2021/22 Budget Savings

Saving Title	Agreed Value	Forecast Value	RAG Rating	Comments
LED savings	£1.3m	£0.4m	<b>Red</b>	The 21/22 saving originated from the business case for LED replacement in 2018/19 and was the anticipated achievable saving at the time. As a result of delays in street light replacement due to Covid-19, this saving will not be fully achieved in year
Additional and increased car parking charges	£1.0m	£0.66m	<b>Amber</b>	The options paper to determine how the saving will be made presented to June Committee, resulting in a part year delay
Targeted and Discretionary Environmental Enforcement	£0.15m	£0.075m	<b>Amber</b>	The options paper to determine how the saving will be made presented to June Committee, resulting in a part year delay
Roydon Park Commercial Development	£0.08m	£0.08m	<b>Red</b>	Saving will not be achieved this year due to the requirement for consultation
Reduction in grass cutting and maintenance of verges	£0.25m	£0.175m	<b>Amber</b>	The options paper to determine how the saving will be made presented to June Committee, resulting in a part year delay
Amenity space maintenance cessation	£0.1m	£0.075m	<b>Amber</b>	The options paper to determine how the saving will be made presented to June Committee, resulting in a part year delay
Review of the Neighbourhood Services Directorate	£0.35m	£0.35m	<b>Green</b>	On target to be achieved
Contract efficiency savings with BIFFA	£0.075m	£0.075m	<b>Green</b>	On target to be achieved
<b>TOTAL</b>	<b>£3.305M</b>	<b>£1.896M</b>		

## List of Reserves as at 1 April 2021

	£	
Parks Tree Maintenance	-374,464	
Health & Safety Flood Prevention	-454,706	
Community Safety Initiatives	-554,771	
Weed Spraying : Mitigate against additional costs	-40,793	
Litter Enforcement - development of initiatives	-48,702	
Environmental Health F.S.A. Backlog	-28,429	
Trading Standards	-25,146	
Health & Safety Armed Forces Welfare Pathway	-13,985	
BikeSafe	-9,904	
Repairs & Maintenance upgrades on Public Conveniences	-7,800	
Coastal Protection	-35,411	
LAMPS to Concerto system replacement	-1,659	
Anti Social Behaviour	-112,188	
Environmental Health	-300,000	
Climate Emergency	-100,000	
<b>Committee Total</b>		<b>-2,107,959</b>

**APPENDIX 3**

**Future years budget proposals and Pressures/Growth Items**

<b>Savings Proposals</b>	<b>2022/23 £m</b>	<b>2023/24 £m</b>	<b>2024/25 £m</b>	<b>2025/26 £m</b>
Transport Saving	1.0			
Nature friendly open spaces		0.1	0.1	0.05
Camper Van income	0.1			
Review of the Neighbourhood Services Directorate	0.15	0.15	0.15	0.15
<b>Total</b>	<b>1.25</b>	<b>0.25</b>	<b>0.25</b>	<b>0.20</b>
<b>Pressures/Growth Items</b>				
Merseytravel Levy	1.99	0.39	0.39	0.39
Waste Contract Annual Inflation	0.31	0.32	0.33	0.34
Waste Levy Increase	2.90	0.20	0.20	0.20
Food waste recycling		1.80		
<b>Total</b>	<b>5.20</b>	<b>2.71</b>	<b>0.92</b>	<b>0.93</b>
<b>Net Pressures</b>	<b>3.95</b>	<b>2.46</b>	<b>0.67</b>	<b>0.73</b>

<b>Title:</b> Nature friendly Parks and Open Spaces	
<b>Committee:</b> Environment, Climate Emergency and Transport Committee	
<b>Ref no:</b> NEI1	<b>Action Category:</b> Reduced Service Offer
<b>SLT Owner:</b> Nicki Butterworth	<b>Lead Officer:</b> Colin Clayton
<b>Wirral Plan:</b> Sustainable Environment	
<b>Wards Affected:</b> All	
<b>Statutory:</b> No	
<b>Proposal:</b>	
<p>To enhance maintenance standards in some parks and open spaces and to rewild areas of others to promote nature and improve the diversity of flora and fauna.</p>	
<b>Supporting Information:</b>	
<p>The approach to be adopted would be to build on the 21-22 budget options to see the development of a balanced approach to all Parks and Open Spaces between the traditional, formal “manicured” look valued by many park visitors and more informal natural appearance. This would align with our Climate Emergency Policy, Tree Strategy and Pollinators Strategy. Though a ‘desktop’ study has been undertaken, each site would be evaluated for suitability of the natural approach depending on usage of the site and its physical attributes. For all sites the natural approach could include:</p> <p>Grass Cutting: relaxing the mowing regime further to provide a range of grass land habitats from short to long. Paths and edges mowed short, neat and tidy. Some open areas managed as hay meadow to provide habitat, species variety, seeds for birds and small mammals. Reduce grass cutting under tree</p> <p>Borders: introduce wildflower areas to increase diversity, more use of herbaceous and perennial planting. Wildflower banking and short cut grass</p> <p>Shrubs and ground cover: mix of ornamental and native shrubs and ground cover to provide food and habitat for birds and small mammals.</p> <p>Chemicals: except for the use of chemicals to treat invasive species such as Japanese Knotweed we ceased the use of Glyphosate and other herbicides in parks and open spaces in 2019. The ongoing testing of non-chemical and mechanical methods of vegetation control to replace chemical sprays around furniture etc. would continue.</p> <p>Ponds and Wetlands: work would be considered as to how the service could improve the quality of existing ponds and create new small ponds and wet habitat particularly for amphibians if possible.</p> <p>Trees: as part of the ambitious tree strategy the parks service plans to increase the number and variety, including fruit trees, retain deadwood and older trees to support insect, bird and bat populations. Leaving more leaves in less formal areas for habitat and soil improvement where appropriate and to support local ecology.</p>	

This strategy would be phased over a period allowing consultation with and the response from residents to be assessed and reacted to. Over a period of ten years all machinery would be replaced to ensure the natural all areas can be suitably mown and kept tidy.

We will look to some sites being re-purposed either as community facilities or released for other purposes.

**Budget Impact in Subsequent Years:**

2023/24: -£0.1m;

2024/25: -£0.1m

2025/26: -£0.05m

**Impact on Residents:**

To support the implementation there is a full communications strategy including information on the website; every Member has been provided with details on the options for Members or local communities to take on the land or swap for another area in their ward of the same maintainable standard. There is a £30k Climate Emergency fund available to pump prime suitable areas for Communities to take over and locally manage the land for the use of their community, (subject to the proposals aligning with the Climate Emergency Objectives).

There will be some residents that will question this approach, however it is intended to widely publicise this initiative and engage widely with community groups, particularly schools to describe the benefits of this approach and the ongoing opportunities.

**Impact on Staff:**

As the extent of 'natural' areas extend there will be a gradual reduction in the staff required to maintain the Councils 240 parks and open spaces. There is not an absolute link between the amount of area 'naturalised' and the number of staff required as such areas require some maintenance, albeit of a different type. Nevertheless, it is likely there will be a reduction of approximately 10 staff in 2022/23. Subsequent years will see a reduction of about 4 FTEs per year (2 in 2025/26). This should be covered by expected EVR applications.

**Impact on Assets:**

Within the 2020/21 budget proposal there was a £100k capital requirement scoped out and included in the original proposals to buy new machinery capable of cutting long grass without burning out the belts.

The impact on the Councils open space asset would be minimal unless it was decided to release a site for an alternative purpose.

**Impact on Other stakeholders:**

It would be intended to engage as many Friends groups as possible in the initiative.

**Impact Assessment - Organisational:**

There would be limited impact on the remainder of the organisation.

### Exceptional Financial Support

In March, the Ministry for Housing, Communities and Local Government (MHCLG) made an offer of £10.7m to the Council for exceptional financial support, sometimes called a capitalisation direction of capitalisation directive. This means that MHCLG approved the Council, in principle, to borrow £10.7m of funds to help ensure a balanced budget could be agreed by Full Council on 1 March. Borrowing to fund revenue (day to day) expenditure is not normally allowed under law, but on this occasion, a special case was put to HM Treasury and approved.

The Council had not been able to identify sufficient savings to balance the budget, due to additional financial pressures present as a result the outcome of Covid-19. Such pressures include Adults and Childrens Social Care increases, SEN transport increases and Homelessness increases. Ordinarily, a Council would use its reserves and balances to help balance its budget in times of crisis and would not have to apply for exceptional financial support, however the Council does not have the level of reserves and balances to be able to do this.

The borrowing has to be paid back over a 20 year timeframe and costs the Council an additional 1% in interest over and above what it would it normally expect to pay, so it is prudent for the Council to identify any further proposals to reduce the level of exceptional financial support that it requires, so that the interest payments can also reduce.

The offer of exceptional finance support from MHCLG came with conditions which included an external assurance review that would review the authority's financial position and its ability to meet any or all of the identified budget gap without any additional borrowing. Therefore, as part of the external assurance review, MHCLG will be looking for areas that the Council can reduce it's expenditure so that it may not have to provide all or any of the exceptional financial support offered.

This means that a further £10.7m proposals could be recommended to be implemented in year. If the Council fails to comply with MHCLG recommendations, the exceptional financial support may not be provided and a balanced budget could not be forecast to the end of the year.

In this circumstance, the Section 151 Officer would have to issue a Section 114 notice which states that the Councils' expenditure exceeds its funding and this would be reported to Full Council. The outcome of this would result in Government intervention and Commissioners appointed to manage the financial affairs of the Council. During the period of issuing a Section 114 notice, only statutory and contracted expenditure is allowed to take place, all other expenditure must stop.

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## Environment, Climate Emergency and Transport Committee

Monday, 14<sup>th</sup> June 2021

<b>REPORT TITLE:</b>	<b>CAPITAL AND REVENUE BUDGET MONITORING QUARTER 4</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF NEIGHBOURHOODS</b>

### REPORT SUMMARY

This report sets out the financial monitoring information for the Environment, Climate Emergency and Transport Committee. The report provides Members with an overview of budget performance for this area of activity. The financial information details the year-end revenue and capital outturn position, as reported at quarter 4 (Apr-Mar) 2020/21

### RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee is requested to;

Note the year-end revenue outturn position of £4.345m adverse and the performance of the capital programme, as reported at quarter 4 (Apr-Mar) of 2020/21.

## **SUPPORTING INFORMATION**

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

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

### **2.0 OTHER OPTIONS CONSIDERED**

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

### **3.0 BACKGROUND INFORMATION**

- 3.1.1 This report provides a summary of the final year-end revenue outturn position as at the end of 2020/21 financial year.
- 3.1.2 The year-end figure recorded as part of the final revenue outturn position represents an adverse variance from budget of £4.345m for this Committee.

## **3.2 2020/21 COMMITTEE REVENUE BUDGET**

3.2.1 The budget for the Environment, Climate Emergency and Transport Committee is included within the Neighbourhoods Directorate.

3.2.2 The Environment, Climate Emergency and Transport Committee is reporting an adverse budget variance of £4.345m at year-end. This is because of income losses within Car Parking and Garden Waste Subscriptions. This is due to temporary closures and suspension of these services from the beginning of the year, due to the outbreak of Covid-19. Most income losses in this Committee are, in part, mitigated by the Sales, Fees and Compensation scheme, which is recorded as a separate and distinct funding stream.

3.2.3 Many of the staff have been redeployed onto Covid-19 emergency response functions such as the Food Hub, Personal Protective Equipment (PPE) Distribution and the Covid-19 Helpline, meaning that the costs incurred in the Neighbourhoods directorate remain high even though income and core activity has fallen.

**TABLE 1 2020/21 – Environment, Climate Emergency and Transport Committee  
Revenue Budget Outturn**

	Full Year				
	Budget	Actual	Variance (+ Fav, - Adv)		Adv/Fav
	£000	£000	£000	%	
Environment (including parks and open spaces)	6,885	7,429	-545	-8%	Adverse
Highways management and infrastructure	7,224	10,367	-3,143	-44%	Adverse
Recycling and waste	28,610	29,267	-658	-2%	Adverse
<b>Total Surplus / (Deficit)</b>	<b>42,718</b>	<b>47,063</b>	<b>-4,345</b>	<b>-10%</b>	<b>Adverse</b>

3.2.4 **Highways & Infrastructure:** This area is reporting an adverse variance of £3.143m. This is mainly due to a loss of Car Parking income following temporary suspension of charges. Car Parking charges were reinstated from February generating some income for the service.

3.2.5 Car Parking is reporting an adverse variance of £1.867m. The remaining adverse variance within this area consists of:

- An underachievement of Developer Income (£0.198m)
- An underachievement of Inspection income (£0.248m)
- Design Team under recovery (£0.215m)
- Highways Management (£0.919m).

3.2.6 The service has attempted to mitigate some of these losses through generating additional income from road closures, permits and traffic signals due to an increase in demand for utilities companies work.

3.2.7 **Parks & Environment:** This area is reporting a final adverse variance of £1.202m. This is due to temporary suspension of the Garden Waste Service (£0.516m) caused by Covid-19 as result of workforce prioritisation. The income loss within Waste is partially mitigated through favourable variances against payments to the contractor of £0.102m. The other main loss relates to income from football and bowling clubs within Parks (£0.677m), with most of this being front loaded towards the beginning of the spring season when these activities were not permitted. The income loss within Parks is partially mitigated through a reduction in Planned Preventative Maintenance work of £0.161m, which has resulted in cost avoidance and contributed towards supporting the pollinator programme.

3.2.8 The Garden Waste service achieved the target of 40,000 subscribers at a reduced rate. A small number of additional garden waste subscribers were enrolled later in 2020/21 through marketing campaigns. The new direct debit scheme has been implemented, which exceeded the initial target and will help with customer retention in future years.

Parks have reopened their facilities to sports clubs in line with government guidance. However, this happened too late in Quarter 4 to have any impact on 2020/21 figures.

### 3.3 2020/21 Capital Outturn

**TABLE 2: 2020/21 Environment, Climate Emergency and Transport – Capital Outturn**

<b>2020-21 PROGRAMME</b>	<b>2020/21 Cabinet Programme £000</b>	<b>2020/21 Revised Programme £000</b>	<b>2020/21 Actual £000</b>	<b>2020/21 Variance £000</b>
Environment, Climate Emergency and Transport	21,851	26,741	18,864	7,877

3.3.1 Table 2 provides an update on the 2020/21 capital Programme. A number of significant variations have arisen since the programme was agreed in March 2020. These include the re-profiling of expenditure into and out of the 2020/21 financial year, inclusion of additional grant funded schemes, variations to spend forecasts and the inclusion of potential new capital schemes.

3.3.2 Overall this Committee is reporting actual 2020/21 outturn of £18.864m against a revised programme budget of £26.741m. This represents a favourable variance of £7,877m. This is due to delays in projects commencing because of the COVID-19 pandemic. This expenditure has been re profiled into the 2021/22.

## 4.0 FINANCIAL IMPLICATIONS

4.1 This is the revenue budget monitoring report that provides information on the forecast outturn for the Neighbourhoods Directorate for 2020/21. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to the Policy & Resources Committee, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

## 5.0 LEGAL IMPLICATIONS

5.1 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. This is in addition to the personal duty on the Chief Finance (Section 151) Officer to make a report, if it appears to them that the expenditure of the authority incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources (including sums borrowed) available to it to meet that expenditure.

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

6.1 There are no implications arising directly from this report.

## **7.0 RELEVANT RISKS**

7.1 The possible failure to deliver the Revenue Budget is being mitigated by:

1. Senior Leadership / Directorate Teams regularly reviewing the financial position.
2. Availability of General Fund Balances.
3. Review of existing services and service provision.

## **8.0 ENGAGEMENT/CONSULTATION**

8.1 No consultation has been carried out in relation to this report.

## **9.0 EQUALITY IMPLICATIONS**

9.1.1 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.

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

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 The Refreshed Wirral Plan 2021-2026 includes a set of goals and objectives to create a sustainable environment which urgently tackles the environment emergency. These are based on developing and delivering plans that improve the environment for Wirral residents. The performance report will include information on key areas where environment and climate related outcomes are delivered.

10.2 No direct implications. The content and/or recommendations contained within this report are expected to have no impact on emissions of Greenhouse Gases.

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## **APPENDICES**

None

## **BACKGROUND PAPERS**

- 2020/21 Revenue Budget Monitor for Quarter Two (Apr - Sep)
- 2020/21 Revenue Budget Monitor for Quarter Three (Apr- Dec)
- Revenue Budget 2020/21 and Medium-Term Financial Plan (2021/22 to 2024/25)

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>22 October 2020</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>3 December 2020</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>1 February 2021</b>
<b>Environment, Climate Emergency and Transport Committee</b>	<b>16 March 2021</b>

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

**Monday, 14 June 2021**

<b>REPORT TITLE:</b>	<b>APPOINTMENT OF PANELS, STATUTORY / ADVISORY COMMITTEES AND WORKING PARTIES 2021/2022</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF LAW AND GOVERNANCE</b>

### **REPORT SUMMARY**

The purpose of this report is to enable Environment, Climate Emergency and Transport Committee to review the continuing need for various panels, statutory / advisory committees and working parties, and to appoint Members and named deputies to serve on those (including the statutory committees and panels) that are to be retained in 2021/2022.

This matter affects all Wards within the Borough and is not a Key Decision.

### **RECOMMENDATION/S**

The Committee is requested to authorise the Monitoring Officer as proper officer to carry out the wishes of the Group Leaders in allocating Members to membership of the Active Travel Forum and the Wirral Climate Change Group to appoint those Members with effect from the date at which the proper officer is advised of the names of such Members.

## **SUPPORTING INFORMATION**

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

- 1.1 The Committee is required to appoint the membership of various panels, statutory / advisory committees and working parties, which fall under its remit at the start of each Municipal Year.

### **2.0 OTHER OPTIONS CONSIDERED**

#### **Active Travel Forum**

- 2.1 Potential options which the Committee could investigate, and potential consequences, include:
- 2.1.1 Not continuing the Forum, but it currently allows a wide range of stakeholders to engage in round-table discussions about potential and planned schemes and developments. This has the benefit of allowing external stakeholders to be aware of and influence Council plans.
- 2.1.2 Not include Members on the Forum. If this option were followed, the Forum could produce a regular report to be presented to the Members Working Group and/or the Chair of the Forum be invited to present to Members on a regular basis.
- 2.1.3 To vary the numbers of Members.

#### **Wirral Climate Change Group**

- 2.2 Potential options which the Committee could investigate, and potential consequences, include:
- 2.2.1 Not support the Partnership. This group started life as a 100% Council body (originally called the Nottingham Declaration Group). It has evolved over time, with Council support, to a partnership with a more independent voice. The original Cool strategy (2014-19), endorsed by Council, included an objective to this end. It's no longer in our gift to disband the body and as a partnership the other partners might choose to carry on without us, but if both officers and Members were withdrawn, that would likely result in the demise of the partnership. However, that would not be inevitable and it could well carry on without us and evolve further. It is conceivable that without our influence/support it might continue 'as is' or evolve into something different e.g. a hostile advocacy group. By ending our relationship we would lose the opportunities it currently presents, notably to tackle the climate crisis in a joined up way, to add value greater than the sum of the parts, to help secure resources to address common issues that we might be excluded from accessing directly, to share good practice and experience, and gather wider information about local action and its impact. In the light of the Council's climate commitments, withdrawing from the partnership at this stage would run counter to the Council's direction and its stated policy intent "to support positive engagement with partner organisations and residents". It would likely be perceived negatively and could damage relationships and our reputation. Other local authorities who recently declared climate emergencies, but stopped supporting such bodies in the past, are now setting up

such partnerships again. Climate change is a 'more than Council' problem which tends to promote such 'more than Council' approaches.

- 2.2.2 Vary the numbers of Members. That is a decision to be made by this Committee and would then require a change to the Council's Constitution.

### **3.0 BACKGROUND INFORMATION**

- 3.1 The following bodies were retained or created in 2020/2021 to assist the Committee in its work, with the membership for 2020/2021 shown for information. The Terms of Reference for the Cool Wirral Partnership are attached as **Appendix 2** and the Terms of Reference for the Active Travel Forum are attached as **Appendix 1**.

#### **Active Travel Forum**

##### **Role**

- 3.1.1 A joint forum bringing together Health and Transportation colleagues with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. The Forum's role is to ensure ideas are put forward regularly so that relevant schemes are developed that respond to and meet local needs, taking into account the wider City Region priorities. An annual workshop will be held to update members on the context of these priorities and present and future funding streams.

##### **Vision**

- 3.1.2 To improve the health of Wirral residents by promoting active travel modes as the natural choice for shorter journeys, or as part of a longer journey in Wirral – regardless of age, gender, fitness level or income.

##### **3.1.3 Objectives**

- (1) To be a Wirral wide forum to consider the positive and collective roles of walking and cycling in our future integrated transport system, and their role in delivering Public Health outcomes.
- (2) To provide a holistic view to enable active travel journeys in Wirral by supporting promotional and behavioural change programmes as well as capital infrastructure programmes.
- (3) To encourage and promote increased levels of active travel in Wirral by collectively addressing barriers to active travel, including attitudes, knowledge and awareness, social and cultural norms and habits.
- (4) To facilitate the exchange of ideas and best practice between pedestrians and cyclists in general to encourage and promote increased levels of active travel, and achieve health outcomes in order to improve quality of life for all.

- (5) To promote a Wirral wide forum to support a strategic approach to facilitating active travel across the Borough as part of the delivery of Merseyside's Local Transport Plan for Growth, including linkages to the public transport network.
- (6) To support agencies and individuals to enable Wirral to be a safer place for all users of active travel modes.
- (7) To support Officers in the delivery of proposals, schemes and policies (including road safety) that may impact upon active travel users in the Borough and the development of a strategic active travel delivery plan/strategy as part of building an evidence base and business case for future funding applications as appropriate.
- (8) To provide a collective voice to responding to consultations on policies and proposals that will impact upon pedestrians and cyclists in Wirral, and wider Liverpool City Region as appropriate.

**3.1.4 2020/2021 membership:**

Councillor	Christina Muspratt
Councillor	Mary Jordan
Councillor	Phil Gilchrist
Councillor	Pat Cleary

**Wirral Climate Change Group (now known as The Cool Wirral Partnership)**

**Purpose**

- 3.2.1 The Cool Wirral Partnership exists as a forum to champion and help co-ordinate action in Wirral to tackle the climate crisis.

**Scope of work**

3.2.2 To:-

- Develop the local strategic approach to climate change in Wirral;
- Help co-ordinate local climate-related action;
- Seek investment to help meet local climate-related goals;
- Monitor and report progress;
- Act as a local independent 'voice' for climate-related action;
- Encourage a wide range of stakeholders to engage in climate action in support of agreed local strategic objectives
- Act as point of contact for those with an interest in climate action in the wider community
- Act as a forum to share good practice and foster learning between partners;
- Assist Wirral Council to fulfil its commitments concerning climate change.

## **Principal activities**

### **3.2.3 To:-**

- Oversee the development, progress, and review of local strategy to tackle the climate crisis
- Help to grow a wider network in support of local climate objectives working to raise awareness and encourage wider action
- Promote action in support of the strategy across Wirral, encouraging all those who support the strategy to identify their 'Locally Determined Contributions' and to share these action plans publicly
- Help progress joint actions to accelerate delivery of the strategy where action together can have more value and impact than action by a single organisation (initially focused on the 'early steps' identified in the Cool strategy).
- Gather and present data to inform action
- Produce annual reports on local progress that consider both actions taken in partnership and the 'Locally Determined Contributions' shared - and crucially any gap between actual and necessary reductions in emissions
- Organise a public annual climate emergency forum to report progress, share experience and encourage further action
- Arrange citizen panels on climate strategy topics where progress is limited. These panels will review the evidence and make further recommendations for action
- Help develop and support bids for funding to support implementation of climate strategy related actions
- Raise local climate change-related matters as necessary with other strategic bodies and partnerships in Wirral and the wider Liverpool City Region to help highlight links with other strategic priorities and help overcome barriers to progress
- Respond to related consultations to influence wider policy and practice; and
- Maintain a meeting programme to enable the exchange of good practice and learning and to oversee progress across all activities

### **3.2.4 2020/2021 membership:**

Councillor Elizabeth Grey  
Councillor Helen Cameron  
Councillor Andy Corkhill  
Councillor Chris Cooke  
Councillor Steve Hayes

## **4.0 FINANCIAL IMPLICATIONS**

4.1 There are none arising directly from this report.

## **5.0 LEGAL IMPLICATIONS**

5.1 There is a requirement under the Council's Constitution to appoint Members to various panels, advisory committees and working parties. The Active Travel Forum and the Wirral Climate Change Group (now known as The Cool Wirral Partnership) are not statutory, but are considered good practice for an authority to have a mechanism for engaging stakeholders.

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

6.1 There are none arising directly from this report as the Group and Forum are arranged and serviced using existing staff resources.

6.2 If any of the options in section 2 were progressed this may increase the resource implications.

## **7.0 RELEVANT RISKS**

7.1 As these are non-statutory meetings, no risks have been identified from the recommendation.

## **8.0 ENGAGEMENT/CONSULTATION**

8.1 It is for political groups to decide how they wish to allocate their Committee places.

## **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.

9.1.2 There are none arising directly from this report.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 There are none arising directly from this report.

**REPORT AUTHOR:** **Mike Jones**  
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email: michaeljones1@wirral.gov.uk

## **APPENDICES**

None.

## **BACKGROUND PAPERS**

Previous reports on the appointment of panels, statutory / advisory committees and working parties and amendments made during the year and the Council's Constitution.

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
<b>Council (APPOINTMENTS AND NOMINATIONS TO OTHER BODIES AND ORGANISATIONS)</b>	<b>28 September 2020</b>
<b>Council (APPOINTMENT OF PANELS, STATUTORY / ADVISORY COMMITTEES AND WORKING PARTIES; AND MISCELLANEOUS APPOINTMENTS 2019 / 2020)</b>	<b>14 May 2019</b>
<b>Council (APPOINTMENTS TO STATUTORY AND ADVISORY COMMITTEES, WORKING PARTIES AND PANELS 2018/19)</b>	<b>15 May 2018</b>

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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 8 June 2021

<b>REPORT TITLE:</b>	<b>APPOINTMENTS TO WIRRAL FLOOD &amp; WATER MANAGEMENT PARTNERSHIP</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF REGENERATION AND PLACE</b>

### REPORT SUMMARY

The purpose of this report is to enable the Committee to appoint members and possibly named deputies to the Wirral Flood and Water Partnership for 2021/2022.

### RECOMMENDATION/S

The Committee is requested to authorise the Monitoring Officer as proper officer to carry out the wishes of the political group leaders in allocating Members to membership of the Wirral Flood and Water Partnership and to appoint those Members with effect from the date at which the proper officer is advised of the names of such Members.

## **SUPPORTING INFORMATION**

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

- 1.1 The Committee is required to appoint the membership of the Wirral Flood and Water Partnership which falls under the Committee's remit at the start of each Municipal Year.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 Potential options which the Committee could investigate, and potential consequences, include:
- 2.2 Disbanding the Partnership, although being a partnership the group could continue in the absence of Councillors and allows the Committee to ensure that any developments are in line with the wider aims of the Council. If there is no flood risk or if there were changes in the national governance arrangements for flood risk another body could take responsibility but these options were unlikely and could be reconsidered if they occurred.
- 2.3 To vary the number of Members. Previously, it was the Chair and Party spokespersons of the Environment Overview and Scrutiny Committee. That Committee was deleted in September 2020, and Environment, Climate Emergency and Transport Committee's Terms of Reference now include the role 'as Coast protection authority and lead local flood authority'. It is useful if an appointed Member has some background knowledge to be able to understand the issues being reported on.

### **3.0 BACKGROUND INFORMATION**

- 3.1 The main purpose of the partnership is to achieve through joint working an effective management of flooding and coastal erosion incidents on Wirral; to take such collective measures in order to minimise the potential impact of such incidents; and to seek the implementation of more permanent and sustainable solutions to the mitigation or alleviation of flooding and coastal erosion. The partnership will also establish a formal link with Wirral Council's Overview & Scrutiny function, to provide appropriate governance and elected member oversight of local flood and coastal erosion risk management activities.

#### **3.2 2020/2021 membership:**

Councillor Liz Grey as former Cabinet Member  
Councillor Tom Anderson  
Councillor Allan Brame  
Councillor Christina Muspratt

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 There are none arising directly from this report as the meetings are arranged using existing resources.

## **5.0 LEGAL IMPLICATIONS**

- 5.1 There is a requirement under the Council's Constitution to appoint Members to various panels, advisory committees and working parties.
- 5.2 Environment, Climate Emergency and Transport Committee's Terms of Reference now include the role 'as Coast protection authority and lead local flood authority'.
- 5.3 The Flood and Water Management Act 2010, hereafter 'the Act', aims to improve both flood and coastal erosion risk management and the way in which water resources are managed. It creates clearer roles and responsibilities through defining flood 'risk management authorities' (RMAs) and instils a risk-based approach to flood and water management. There is a lead role for local authorities in managing local flood risks (flooding from surface water, groundwater and ordinary watercourses) and a strategic overview role of all flood and coastal erosion risks for the Environment Agency.
- 5.4 The Act places a 'duty to cooperate' on the flood risk management authorities in the exercise of their functions. The way in which the Council delivers this is through working in partnership. In Wirral, the RMAs are; the Environment Agency, Highway Authority and Water & Sewerage Undertakers (United Utilities and Welsh Water).
- 5.5 Whilst no longer a requirement of The Act, best practice would require local authorities to ensure that adequate scrutiny arrangements are put in place. This includes arrangements to review and scrutinise the exercise by risk management authorities of flood risk management functions or coastal erosion risk management functions which may affect the local authority's area.
- 5.6 The Act does not stipulate the form that these partnership arrangements should take; it is in this capacity that these Terms of Reference seek to formalise the role and responsibilities of the Wirral Flood & Water Management Partnership Group. They also set out how this Group operates in relation to the wider Merseyside Flood & Coastal Erosion Risk Management (FCERM) Partnership and the North West Regional Flood & Coastal Committee (RFCC).

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

- 6.1 There are none arising directly from this report as the Forum is arranged and serviced using existing staff resources.
- 6.2 If any of the options in 2.1 were progressed this may increase the resource implications.

## **7.0 RELEVANT RISKS**

- 7.1 As this is a non-statutory body, no risks have been identified from the recommendation. If other options were pursued there was a possibility that the work of the meetings would not be in line with the wider aims of this Committee and the Council.

7.2 Once appointed, the Partnership has a role which helps manage flood risks throughout the Borough.

## **8.0 ENGAGEMENT/CONSULTATION**

8.1 It is for political groups to decide how they wish to allocate their committee places.

## **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. There are no equality implications arising directly from this report.

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

10.1 The Partnership can help to mitigate increased flood risks which may be a consequence of climate change but the partnership and the decision recommended in this report do not have any direct climate change implications.

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## **APPENDICES**

Appendix 1 – Terms of Reference for the Wirral Flood and Water Partnership

## **BACKGROUND PAPERS**

Flood and Water Management Act 2010  
Partnership Committee Terms of Reference  
Terms of Reference for the Wirral Flood and Water Partnership

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

<b>Council Meeting</b>	<b>Date</b>
<b>Environment Overview and Scrutiny Committee (Wirral Flood &amp; Water Management Partnership Terms of Reference)</b>	<b>20 September 2018</b>

# WIRRAL FLOOD AND WATER MANAGEMENT PARTNERSHIP

## TERMS OF REFERENCE

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### 1. Introduction

The Flood and Water Management Act 2010, hereafter 'the Act', aims to improve both flood and coastal erosion risk management and the way in which water resources are managed. It creates clearer roles and responsibilities through defining flood 'risk management authorities' (RMAs) and instils a risk-based approach to flood and water management. There is a lead role for local authorities in managing local flood risks (flooding from surface water, groundwater and ordinary watercourses) and a strategic overview role of all flood and coastal erosion risks for the Environment Agency.

The Act places a 'duty to cooperate' on the flood risk management authorities in the exercise of their functions. The way in which we deliver this is through working in partnership. In Wirral, the RMAs are; the Environment Agency, Highway Authority and Water & Sewerage Undertakers (United Utilities and Welsh Water).

Whilst no longer a requirement of The Act, best practice would require local authorities to ensure that adequate scrutiny arrangements are put in place. This includes arrangements to review and scrutinise the exercise by risk management authorities of flood risk management functions or coastal erosion risk management functions which may affect the local authority's area.

The Act does not stipulate the form that these partnership arrangements should take; it is in this capacity that these Terms of Reference seek to formalise the role and responsibilities of the Wirral Flood & Water Management Partnership Group. They also set out how this Group operates in relation to the wider Merseyside Flood & Coastal Erosion Risk Management (FCERM) Partnership and the North West Regional Flood & Coastal Committee (RFCC).

# WIRRAL FLOOD AND WATER MANAGEMENT PARTNERSHIP

## TERMS OF REFERENCE

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### 1. Purpose of the Wirral Flood and Water Management Partnership

The main purpose of the partnership is to achieve through joint working an effective management of flooding and coastal erosion incidents on Wirral; to take such collective measures in order to minimise the potential impact of such incidents; and to seek the implementation of more permanent and sustainable solutions to the mitigation or alleviation of flooding and coastal erosion. The partnership will also establish a formal link with Wirral Council's Overview & Scrutiny function, to provide appropriate governance and elected member oversight of local flood and coastal erosion risk management activities.

### 2. Objectives

- 2.1 This partnership has been developed to enable the delivery of Wirral's roles and responsibilities set out in the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009.
- 2.2 The Partnership will strive to ensure that effective flood and coastal erosion risk management and resilience is built into service delivery in a manner which delivers better protection from flood risk for the businesses, communities and key infrastructure of Wirral.
- 2.3 The Partnership will provide a single voice on flood and coastal erosion risk management activities in Wirral; providing the key point of contact for local authority scrutiny; and providing strategic oversight of all flood and coastal erosion risk and drainage matters in the Borough.
- 2.4 The Partnership will provide the forum for the Environment Overview & Scrutiny Committee to review and scrutinise flood and water risk management arrangements on Wirral.

### 3. Wirral Flood and Water Management Partners

The principal partners of the Partnership are:

Wirral Council	Chairperson, Interim Director - Highways & Streetscene
Wirral Council	Cross Party Working Group Representatives from the Environment Overview & Scrutiny Committee x 3, Appointments to be made by Environment Overview & Scrutiny Committee. (Conservative Group) (Labour Group) (Lib Dem Group)
Wirral Council	Cabinet Member for Environment
Wirral Council	Lead Local Flood Authority (LLFA)
Wirral Council	Highway Authority
Wirral Council	Coast Protection
Wirral Council	Development Control
Wirral Council	Forward Planning

Wirral Council Building Control  
Wirral Council Emergency Planning  
Wirral Council PR, Marketing & Community Engagement  
Wirral Council Climate Change Officer  
Wirral Council Legal Services  
United Utilities  
Welsh Water  
Environment Agency  
Merseyside Flood Risk Coordinator  
Merseyside Fire & Rescue Service  
Merseyside Police  
Merseytravel  
Wirral NHS

The Partnership will allow for representation of other agencies, organisations and community and third sector representatives on an 'as and when' basis.

#### **4. Aims of the Partnership**

- 4.1 Funding and skills – to identify new funding opportunities, more cost effective methods of joint working and ensure the core skills, competencies and resources are safeguarded.
- 4.2 Cooperation – to share data, skills and best practice throughout Wirral to ensure that flood and coastal erosion risk management delivery is feasible, proportionate and sustainable.
- 4.3 Lobbying – to provide a unified voice for flood and coastal erosion risk and drainage matters on national and regional policy and funding matters.
- 4.4 Awareness – to ensure that the general public is aware of the flood risk responsibilities and that partner organisations are familiar with their respective roles, responsibilities and duties and that work programmes are aligned accordingly.
- 4.5 Oversight – to receive reports on and provide strategic input and direction to the development of plans, policies and programmes of work developed to manage flood and coastal erosion risk across the Borough.
- 4.6 Conflict Resolution – addressing specific issues affecting delivery or collaborative working as they arise.
- 4.7 Reporting – to report flood and coastal erosion risk management activity and programmes to the Environment Overview and Scrutiny Committee. Reports should be made publicly available subject to the usual exemption rules, ensuring public accountability and transparency.
- 4.8 Overview & Scrutiny – to be held to account by the Environment Overview & Scrutiny Committee. Cross party membership of the partnership provides elected members the opportunity to ask questions about decisions concerning the management of local flood risk.

- 4.9 Delivery – to establish suitable working groups to deliver flood and coastal erosion risk management measures and provide advice to Local Planning Authorities, developers and other bodies as needed.
- 4.10 Communication – to promote activities and engage with the communities of Wirral on flood and coastal erosion risk issues, including the responsibilities of landowners and tenants in flood and coastal erosion risk management.

## **5. Organisation of Meetings**

- 5.1 The meeting will be chaired and administered by Wirral Council as the LLFA.
  - 5.2 Meetings will be held twice a year to best fit with reporting and budget cycles
  - 5.3 The Operational Flood Group will continue to meet to discuss operational issues and to deliver actions or recommendations from previous flooding events. The LLFA chair of the Operational Flood Group will provide a status report to each meeting of the Partnership.
- 

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## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday 14 June 2021

<b>REPORT TITLE:</b>	<b>ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE WORK PROGRAMME UPDATE</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/S

Members are invited to note and comment on the proposed Environment, Climate Emergency and Transport Committee work programme for the remainder of the 2021/22 municipal year.

## **SUPPORTING INFORMATION**

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

- 1.1 To ensure Members of the Environment, Climate Emergency and Transport Committee have the opportunity to contribute to the delivery of the annual work programme.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 A number of workplan formats were explored, with the current framework open to amendment to match the requirements of the Committee.

### **3.0 BACKGROUND INFORMATION**

- 3.1 The work programme should align with the priorities of the Council and its partners. The programme will be informed by:

- The Council Plan
- The Council's transformation programme
- The Council's Forward Plan
- Service performance information
- Risk management information
- Public or service user feedback
- Referrals from Council Terms of Reference

The Environment, Climate Emergency and Transport Committee has responsibility for parks and open spaces, highways management and infrastructure, coastal protection and flood defence and environment and waste matters. It is the Committee that leads on behalf of the Council in responding to and matters concerning the Climate Emergency.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions:

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;

- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 This report is for information and planning purposes only, therefore there are no direct financial implication arising. However, there may be financial implications arising as a result of work programme items.

#### **5.0 LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from this report. However, there may be legal implications arising as a result of work programme items.

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

- 6.1 There are no direct implications to staffing, ICT or Assets.

#### **7.0 RELEVANT RISKS**

- 7.1 The Committee's ability to undertake 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.

### **REPORT AUTHOR:**

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**APPENDICES Appendix 1:** Environment, Climate Emergency and Transport Committee Work Plan

### **BACKGROUND PAPERS**

<http://democracy.wirral.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13641&path=0>

### **SUBJECT HISTORY (last 3 years) Council Meeting Date**

<b>Council Meeting</b>	<b>Date</b>
Environment, Climate Emergency and Transport Committee	22 <sup>nd</sup> October 2020
	3 <sup>rd</sup> December 2021
	1 <sup>st</sup> February 2021



## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

### WORK PROGRAMME 2020/21

Contact Officer/s: Mike Jones  
Anna Perrett

### PROPOSED AGENDA FOR ENVIRONMENT, CLIMATE EMERGENCY AND HIGHWAYS COMMITTEE

#### Draft June agenda

Item	Key Decision	Lead Departmental Officer	P&R referral Yes/No
Car Parking Charges Options	Yes	Simon Fox/Steve Atkins	No
Carbon Budgets: 2019/20 Baseline to 2027/28	Yes	Alan Evans/Andrew Snow	No
Carbon Budget Performance Report 2020/21	No	Alan Evans/Andrew Snow	No
Biodiversity	No	Colin Clayton/Mike Cockburn	No
Financial monitoring including an update on budget forecasting for the committees budget options	No	Shaer Halewood/Sarah Cox	No
Work Programme Update	No	Anna Perrett	no

**KEY DECISIONS – On forward plan to be scheduled**

<b>Item</b>	<b>Key Decision Yes/ No</b>	<b>Lead Departmental Officer</b>	<b>Wirral Plan Priority</b>
Weed Treatment Options Report	Yes	Colin Clayton/Mike Cockburn	Sustainable Environments
Dog Control PSPO Dog Fouling Strategy	Yes	Mark Cockburn/Clare Brandwood	Sustainable Environment
West Kirby Flood alleviation	Yes	Colin Clayton/Neil Thomas	Sustainable Environment
Wallasey Embankment Reinforcement	Yes	Colin Clayton/Neil Thomas	Sustainable Environment

**ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED**

<b>Item</b>	<b>Approximate timescale</b>	<b>Lead Departmental Officer</b>
Marine Lake Update	2021/22	Colin Clayton
Pollinators update	2021/22	Colin Clayton

**STANDING ITEMS AND MONITORING REPORTS**

<b>Item</b>	<b>Reporting Frequency</b>	<b>Lead Departmental Officer</b>
Performance and Budget Monitoring	TBC	Shaer Halewood


**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>				
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
<b>Task and Finish work</b>				
Allotment provision Task & Finish	Workshop and Report	October 2020	Alex Davidson	Complete
<b>Spotlight sessions / workshops</b>				
<b>Corporate scrutiny / Other</b>				

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