



Environment, Climate Emergency and Transport Committee

Date:	Wednesday, 20 October 2021
Time:	6.00 p.m.
Venue:	Floral Pavillion

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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.

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AGENDA

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

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

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

To approve the accuracy of the minutes of the meeting held on 7 September 2021.

5. PUBLIC AND MEMBER QUESTIONS

5.1 Public Questions

Notice of question to be given in writing or by email by 12 noon, **Friday 15 October 2021** to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 10.

5.2 Statements and petitions

Notice of representations to be given in writing or by email by 12 noon, **Friday 15 October 2021** to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

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

5.3 Questions by Members

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

SECTION A - KEY AND OTHER DECISIONS

- 6. STREET LIGHTING IMPROVEMENT PROGRAMME, PROGRESS REPORT (Pages 21 - 32)**
- 7. LOVE WIRRAL STRATEGY (Pages 33 - 54)**
- 8. THE WIRRAL PLAN 2021-2026 DRAFT DELIVERY PLANS (Pages 55 - 68)**

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

- 9. ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE PERFORMANCE REPORT (Pages 69 - 100)**

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

- 10. WORK PROGRAMME UPDATE (Pages 101 - 108)**

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 7 September 2021

Present:

Councillor EA Grey (Chair)

Councillors	H Collinson	M Collins
	S Foulkes	S Mountney
	C O'Hagan	C Cooke
	I Williams	H Cameron
	B Berry	A Brame

17 **WELCOME AND INTRODUCTION**

The Chair opened the meeting and reminded everyone that the meeting was being webcast and a copy is retained on the Council's website.

18 **APOLOGIES**

Councillors Andy Corkhill and Les Rowlands had given apologies for absence and were deputised by Councillors Alan Brame and Helen Cameron respectively.

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

Members were asked to declare any disclosable pecuniary interests and any other relevant interest and to state the nature of the interest. There were no declarations of interests.

20 **MINUTES**

Resolved (by assent) –

That the minutes of the meeting of the Environment, Climate Emergency and Transport Committee held on 14 June 2021 be approved and adopted as a correct record.

21 **PUBLIC QUESTIONS**

Question 1 from Sally Scott

Re: Declaration of Climate Emergency and Carbon Literacy Training

In July 2019 Wirral Borough Council was one of the early Local Authorities to declare a Climate Emergency. This Declaration affects every area of Council responsibility.

It is significant that The Declaration made by WBC in July 2019 includes a commitment to become a **Carbon Literate Organisation** - with all elected and employed members of the Council undergoing Carbon Literacy Training. Two years on, it is increasingly clear that catastrophic, global climate change is already upon us, and academic climate researchers, meteorologists, and economists, in fact experts from many different disciplines are calling for an urgent **scaling up** of Climate Crisis Action. Action is needed at every level of society, with an increasing number of 'ordinary' citizens ready to do their part. The Committee for Climate Change, who advise the Government, have stated very clearly that Local Authorities are well placed to play a major part in the action, as they have local knowledge and understanding of their area and are probably very well motivated to help their own residents – this was shown to be true during the pandemic and can be true again.

The importance of Carbon Literacy is that if Councillors, especially decision makers, need to be aware of the realities of Climate Change to avoid supporting ill-advised, and possibly, costly policies, which unintentionally making the Climate Crisis worse.

Council staff use procedures to ensure that Council's policies are in place, but if staff are not carbon literate bad-information mistakes will be made... There is a case for saying that all employed staff should be required to undertake professional training as part of their job.

As the Crisis deepens, Wirral Borough Council needs to become more active in fulfilling their stated commitment to Carbon Literacy.

The reality that finances are very tight for Local and Regional Authorities makes any significant contribution towards Climate Change a very big ASK – but with, or without, improved financial support, progress towards dealing with Climate issues requires a widespread and high degree of Carbon Literacy.

As a resident of Wirral I would like to know....

1. How many present WBC councillors have already undertaken, or are booked into, a Carbon Literacy Training course?
2. Is it possible to know which councillors have not yet taken, or signed up to, Carbon Literacy Training?
3. What proportion of WBC's employed staff have already undertaken, or are booked into, such a course?
4. What contractual precautions are in place to ensure that workers in companies contracted to work on behalf of the Council are required to operate in a climate sensitive way?
5. How will WBC mount a public information campaign about Climate Action to help members the public to appreciate Council strategies, which of course, need to be visible and verifiable?

Significant strides have already been made towards to the goal of the Council being/becoming Carbon neutral by 2030 ... however the increasing impact of Climate Change is here and now, the risk affecting everyone, everywhere. Carbon Literacy [as with other Information] should not be viewed as a party-political matter and Carbon Literacy is needed to slow the Crisis and mitigate the already-present change.

I urge this committee to take whatever steps are needed to fulfilling the Council's commitment to become a Carbon Literate Organisation

Answer

As part of Wirral Council's commitment to becoming a carbon literate organisation over 120 officers and members have attended the carbon literacy course over the past year, therefore the Council already meets the 'bronze level' carbon literate organisation standard and we applied to the Carbon Literacy Trust to recognise this. Further to Council is also on target to reach 'silver level' by the end of the municipal year, with over 300 people due to attend the course.

Achieving carbon literacy organisation status is a key part of the Council's response to the environment and climate emergency declaration, to ensure decisions are informed and service provision is delivered in a sustainable way. The Council's reporting template has also been amended and report authors must now advise Members of the environment and climate impact of their recommendations for decision. The Council is also promoting carbon literacy through the Cool Wirral climate change partnership encouraging partners to take up the carbon literacy commitment through the training of their staff and decision makers.

Supplementary Question

How will Wirral Borough Council mount a public information campaign about Climate Action to help members the public to appreciate Council strategies, which of course, need to be visible and verifiable?

Answer

The Council has been developing a comprehensive climate emergency communications strategy which has been designed to be inclusive of communities, organisations and individuals, helping people to understand how they can contribute to responding to the environment and climate emergency as well as detailing events and action. The strategy will also support and compliment the Cool Wirral partnership's communication programme (Cool Communities) as well as work with Wirral's schools through the Eco School initiative. The communications strategy will provide people with advice, access to support and resources and set out the position/progress against performance targets.

Question 2 from Stephanie Thompson

The Government Department for the Environment, Food & Rural Affairs known as Defra, identifies a dangerous air pollutant associated with road traffic known as 'particulate matter'. This danger is expressed by this government statement "The strongest evidence for effects on health is associated with fine particles (PM2.5)"

<https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

For those unfamiliar, PM2.5 is 30 times thinner than the human hair and can penetrate the blood stream and even reach the brain.

Defra has also published the following statement, and I quote: "Exposure to high concentrations of PM (e.g. during short term pollution episodes) can also exacerbate lung and heart conditions, significantly affecting quality of life, and increase deaths and hospital admissions. Children, the elderly and those with predisposed respiratory and cardiovascular disease are known to be most susceptible to the health impacts from air pollution."

<https://laqm.defra.gov.uk/public-health/pm25.html>

A Kings College London study published in January 2020 of the Liverpool City Region identified around 180 deaths on Wirral from PM2.5 air pollution and at the time the report received publicity from the BBC and ITV.

Before I say the next bit, for those unfamiliar with the word 'anthropogenic', it just means 'caused by humans'.

On the 26th April this year, Defra stated ". . . it is in the interest of the UK to measure concentrations of particulate matter as close to these sources of anthropogenic emissions as possible in order to effectively assess exposure to particulate matter that can (be) tackled via UK policies."

<https://www.gov.uk/government/statistics/air-quality-statistics/concentrations-of-particulate-matter-pm10-and-pm25>

However, Wirral Council's 2020 Air Quality Annual Status Report states that there is only one PM2.5 monitoring point in the whole of the Wirral Borough Council area and that is at a 'park' in Tranmere.

Wirral people need the proper measurement of PM2.5, after which community consultations, expenditures and actions can be prioritised in the interests of human health. The death of each child and the death of each adult from air pollution also reflects a deteriorating quality of their life usually over many years, not to mention a major burden on the National Health Service – a service already under extreme pressure.

Therefore my question is:

Why is Wirral Council not urgently undertaking regular PM2.5 monitoring at schools during drop-off and pick-up times, and also at communities adjacent to busy roads, particularly in Birkenhead where the Kings College London study identified as one of "the most deprived and highest level of air pollution" areas in the Liverpool City Region?

[Maybe of interest to the Council: A group of academics 'Transport for the North' has developed systematic techniques that inform real-life modification of traffic flows to produce LTNs in towns and cities (see 21 minutes into the video): <https://youtu.be/RTXmIR2BU-4> It welcomes local authorities to join/participate in their work: https://transportforthenorth.com/northern-evidence-hub/northern-evidence-academic-forum/?mc_cid=86fb792bf3&mc_eid=624d5054ed

Answer:

Whilst the Council does not currently undertake specific monitoring for particulate matter outside schools at drop off and pickup times, it does have

air pollution monitoring in place, as part of our Local Air Quality Management responsibilities.

There is currently no requirement for Councils to assess PM_{2.5} levels as part of their Local Air Quality Management responsibilities. Government technical Guidance ([TG16](#)) states that “PM_{2.5} is still not incorporated into LAQM Regulations, and therefore there is no statutory requirement to review and assess PM_{2.5}”. However, Wirral is part of the National PM_{2.5} monitoring network, with a monitoring station located in Tranmere. Government guidance indicates that the use of the data from this network provides a good indicator as to likely PM_{2.5} concentrations within the Council area. The monitoring undertaken in Wirral has demonstrated that the background levels of PM_{2.5} within Wirral have not exceeded the UK’s national Objective levels and the more stringent World Health Organisation levels for over 5 years. The data obtained from the Tranmere monitoring station demonstrates that the 2020 concentration of PM_{2.5} was 8µg/m³, below the Target Value of 25 (and also below the World Health Organisation guideline level of 10 µg/m³). Although there is no requirement to undertake monitoring for PM_{2.5}, Wirral Council is currently in the process of commissioning 5 real time, indicative air pollution monitors, which will, amongst other pollutants, provide real time monitoring data for particulate matter. The location of these real time monitoring sites has been determined using the findings of an air pollution screening and detailed modelling exercise, which was recently commissioned by the Council. This screening and modelling focussed on roadside emissions and included particulate matter. These stations will be located in the vicinity of busy roads, with the majority situated near to housing. In addition to the above, the Council has recently received funding to make cycling and walking safer and as part of this, we are currently investigating the implementation of low-traffic zones around schools. Reduction of traffic levels around schools should have a positive impact on air quality.

Further Background Information:

DEFRA have provided [background](#) ambient air mapping data for Local Authorities to assist them the review and assessment of local air quality. These background maps included data on point sources, distant sources, local sources (road / domestic) etc. and are validated against AURN data. These background maps do not highlight any areas in Wirral where exceedances of national objectives for PM have been identified. Roadside modelling has also been undertaken; again, this modelling does not indicate any exceedances of the national objectives for PM.

For the purposes of monitoring / modelling and reporting, the United Kingdom has been divided into zones and agglomerations. The Secretary of State has classified each zone according to whether the upper or lower assessment threshold applies. Birkenhead Urban area has been classified as the lower threshold for annual limits for PM₁₀ and PM_{2.5} and between the upper and lower levels for PM daily limits⁽³⁾. Only those zones that exceed the upper limits have to use fixed measurement. All zones where levels of pollutants are below the lower threshold can use modelling or estimations instead of measuring. In all other zones a combination of fixed measurements and

modelling or indicative measurements can be used. The Department of the Environment Farming and Rural Affairs (DEFRA) monitors PM_{2.5} at an Automatic Urban Rural Network (AURN) monitoring station in a background Urban location in Wirral (Tranmere).

The latest DEFRA report (Air Pollution in UK 2019) ⁽²⁾ states that:

- All zones met the limit value for daily mean concentration of PM10 particulate matter, without the need for subtraction of the contribution from natural sources.
- All zones met the limit value for annual mean concentration of PM10 particulate matter, without the need for subtraction of the contribution from natural sources.
- All zones met both limit values for annual mean concentration of PM2.5 particulate matter: the Stage 1 limit value, which came into force on 1st January 2015, and the indicative Stage 2 limit value which must be met by 2020.
- The running year Average Exposure Indicator (AEI) for 2019 was within the 2020 exposure reduction target.

The data obtained from the Tranmere AURN in relation to PM2.5 demonstrates that the 2020 concentration of PM2.5 was 8µg/m³, below the Target Value of 25 (which must be achieved by 2015) and also below the World Health Organisation guideline level of 10 µg/m³.

We have also looked at DEFRA background modelling and they are not expecting any increase above 9.5 µg/m³ PM 2.5 in the next 5 years. This can be verified by the DEFRA background mapping at the following link; <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

Question 3 from Simon Jiang

Can somebody in a position of responsibility PLEASE explain why there appears to be a degree of poor management and lack of consistency, even wastage, prevailing in the current borough-wide street light replacement programme being carried out by appointed contractors SSE Enterprise on the council's authorisation? The following are examples to illustrate this point - on some main roads, new columns are being put in which are the wrong height (usually smaller than they should be instead of a uniform height), whilst on others, columns with working lights have been cut down or removed prematurely even before their replacements have been installed, leaving that specific area without illumination. There are also many locations where lights - which have already been replaced the previous year - are now being replaced A SECOND TIME with new columns and lights, whilst elsewhere, other locations which have been awaiting new columns and lights for the best part of three to five years - and which have been repeatedly logged with the council as broken/faulty or even a safety risk - continue to be ignored.

There seems to be no logic to this randomness: renewing lights again which have already been changed the previous year, or leaving out obvious broken lights on one street when the rest have been replaced. Is this not a

mismanagement and waste of resources, given that I was already informed that everything is done as a matter of priority? This makes absolutely no sense. Most frustrating of all, despite repeated and exhaustive attempts to get answers to these questions from departmental officials over the last 18 months, there has been no reciprocation, let alone communication, which is not acceptable.

With just a few weeks remaining before the onset of the darker evenings once again, and with the SSE contract drawing close to its completion, can I just plead with these officials to show a bit of common sense and rationale for once and to focus on imminent and urgent renewal of all of the logged outstanding locations [with old or damaged columns and broken lights, chiefly in the Liscard and Seacombe areas] which have yet to see even their first new LED replacements, let alone their second, instead of repeatedly attending to what is not broken!

Answer:

A full update report on street lighting and the LED replacement programme will be brought to this Committee by officers on 20 October 2021. This will include progress against targets and performance of the contractor. Many temporary repairs will have been undertaken across the borough as an interim measure to retain lighting at certain locations until the main contracted work of full replacement could be completed. It is not necessarily the case that certain units have been repaired twice, since one visit by our in-house team may have been to temporarily repair to retain lighting levels in a reactive response when appropriate, and one visit may have been by our LED replacement contractor, SSE, to replace the full unit which had failed a structural test or which was part of the planned major project. Mounting heights are determined by a number of factors and whilst in most cases heights are generally uniform, in some locations varying heights are required to obtain the correct lighting levels. To obtain lighting uniformity we may at times choose to install a taller column or a shorter column along a specific route, or to reduce the mounting height in some areas to concentrate more light on to a particular section of road. Columns are only cut down if they pose a risk to public safety. Often these are replaced later as per the level of priority. We do not remove lighting columns prematurely; if lighting columns are identified as being surplus to requirement – due to improved lighting levels because of modern technology, such as LED, then these may be removed permanently. This offers a saving both in energy and maintenance cost and is standard practice. It is not the case that Seacombe and Liscard have been neglected when it comes to lighting maintenance. Unfortunately, there are occasions when a particular light cannot be repaired quickly, when other locations require a higher degree of priority. The current replacement contract is an enormous undertaking and inevitably some locations will have been omitted either intentionally, if part of other future planned work, or due to an oversight as a result sheer volume of installations we are managing. Any

genuine omissions will be corrected as part of the LED replacement contract review.

Supplementary question:

Over the last couple of years, I have spoken and engaged with many residents at locations where these oversights described in the first question have been noted and they too have expressed bewilderment and concern as to why these omissions have not been addressed in anything ranging from 18 months to four years. I have also urged them to contact the street light department and councillors directly themselves as all too often my queries have fallen on deaf ears. In most cases there have been no responses. Can you thus provide for once, an explanation to us residents as to why many street lights I have logged repeatedly with the council have been continually ignored in this way, leading me to suspect that these delays are wholly premeditated or strategically intended tactics to put off remedial work for as long as possible?

Answer to Supplementary question:

We do not ignore any reports of street lighting defects. Reference to our customer enquiry data reveals that the number of reports or complaints received in the area subject to the questioner's various enquiries have reduced dramatically over the past 18 months, which would imply good progress with the contract works and suggests residents are generally more satisfied with the street lighting there than they previously were.

Question 4 from Verity Smith

The final paragraph of section 6.4 of W.B.C.'s 2010 – 2015 Beach Management Plan, published in September 2010, says

*"The Appropriate Assessment has to take into account the very small area of scattered Spartina growth that is to be controlled and the possible long-term and major impacts that a **'do nothing' policy** would have on the designated protected site. Using information provided by the reference 'Spartina anglica: a review of its status, dynamics and management' and the fast colonization of areas of foreshore and associated issues with this species that makes it 'possibly one of the most controversial species worldwide' the most obvious choice of management at Hoylake is **to eradicate** this species before it spreads any further."*

Subsequent to this publication, please pinpoint the exact meeting, advice or publication where it was determined that Spartina was no longer a controversial species that needed to be eradicated?

The answer to this and subsequent Hoylake beach questions were given at the end and are transcribed below, after the questions.

Question 5 from Jeanette Hatter

How many members of the Committee have visited Hoylake / Meols beach in the past 3 months?

Question 6 from Charlotte Smith**Main Question**

It has come to light that the current state of Hoylake Beach is having a detrimental impact on the operations of the emergency services and therefore potentially putting lives at risk. The accumulation of sand for example near Kings Gap is an example of this. With this in mind will the Committee make provisions to rake and maintain the amenity beach between Kings Gap and the new Lifeboat Station to allow easy access for the Emergency Services. Basic legislative principles can be found under the Coastguard Act 1925. Local authorities do have the power to provide such provision under section 234 of the Public Health Act 1936.

Supplementary Question

Please can you advise of the list of Stakeholders in regard to the beach and why you appear to be whitewashing them by referring them to an email inbox when we know that the Environmental Chair has a very poor record of engagement and rarely responds to enquires pertaining to Hoylake Beach. Except to refer to the Have Your Say Website which is now debunked as no one hardly ever receives a response from that as well.

Question 7 from Miles Jones

Why is the survey of Hoylake Beach taking so long that by the time it reports, the beach may be beyond reclamation?

Supplementary question:

Will the Hoylake Beach scientific survey consider that dried mud has encouraged grass and spartina as a result of regular dredging of both the Mersey and Mostyn Port approaches?

Question 8 from Joanne Randles

On the 21st November 2019 I emailed Councilor Elizabeth Grey, regarding my concerns about the excessive amounts of grass growing on Hoylake and Meols foreshores.

In her reply, she quoted to me that;

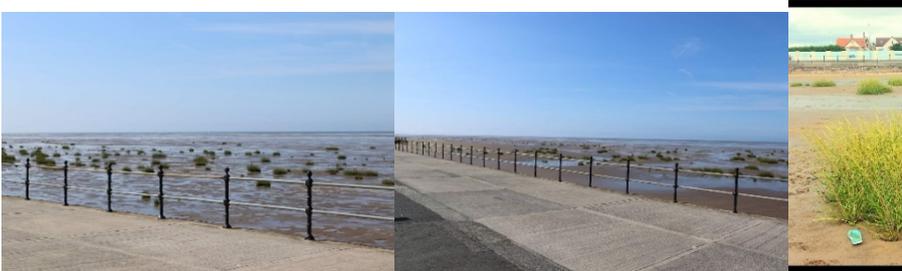
“The grass is almost all meadow grass, not spartina”

today the entire length of the Meols promenade from the Hoylake RNLI station to Dovepoint is exclusively covered with spartina growth and all within 2 years too and is continuing to spread unchecked in a north easterly direction towards Moreton shore.

my question is;

"what considerations were made by the cabinet member for environment two years ago, the environment committee since, and have officers produced advice on the implications of letting spartina spread unchecked with the

possibility of spartina spreading along the entire northern Wirral coastline and the likely impact it might have on the established wildlife of this coastline?



Question 9 from Julie Hunter:

Wirral surrounded on 3 sides by 25 miles of coast which has sections assigned Special International, European & UK protected site status means that the council has a very complex management task. Actions taken or not taken within these designated areas could have long term & far reaching implications & repercussions.

Scanning the horizon of our shores I easily identify several hazards which need to be managed to protect this environment & its local communities for the future.

Can you give assurances that the council is preparing a transparent Coastal Management Plan to help keep coastal communities safe, healthy & happy &

that it will incorporate some of the very unexpected relevant new science which is emerging now in light of COP26 that would help futureproof the plan.

Supplementary question:

Will the Council consider pursuing a sandscape coastal defence project with royal Has Koning because when I scan the beach horizon I see a climate crisis hazard, out of control salt marsh grass recently shown as emitting more CO2 than it stores and even worse emitting methane, a greenhouse gas 80% more potent than CO2 over a 20 year period. Marsh gas methane would be a climate disaster

Question 10 from Wendy Bennett:

Is the Council planning to consult & meet with bona fide groups in Hoylake as part of their Beach Management Consultation and if so, which groups and when will the meetings be?

Question 11 from Joe Pinnington:

On the part of the Council's website devoted to Hoylake Beach Management, why is it not possible for contributors to ask questions and receive answers relating to Hoylake beach, whereas on the rest of the website this is possible?

Question 12 from Neil Smith

Please describe the education and training that environmental officers and committee members receive to ensure that they are up to date with the latest guidance and thinking and can therefore provide accurate answers posed to them through the "*Have your say*" portal.

Please also share the sources of the information used to provide this education and training.

Supplementary question:

When the grass from Hoylake and Meols spreads, as it is doing along the beaches, to Leasowe and New Brighton will you take the same approach to those beaches as you are doing to Hoylake and Meols beaches and if you aren't taking the same approach tell us why?

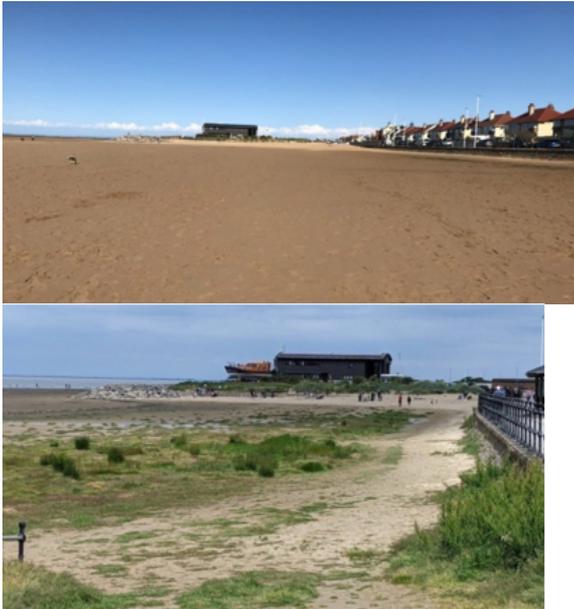
Question 13 from Caroline Wright

We have reached a two-year anniversary of the cessation of the beach management plan, required "**to consider both conservation and the needs of residents**".

Councillor Elizabeth Grey has previously advised residents that a compromise could be negotiated with Natural England to rake a section of the beach, from the RNLI station to the old toilet block, but more preferable would be to the Kings Gap.

Given the time lapsed and detrimental effects on the community, will the Council give urgent consideration for this compromise to be negotiated and approved by Natural England before the damage is irreparable?

So the community and tourists can enjoy a sandy beach amenity area once again, as afforded to New Brighton and West Kirby.



Question 14 from Nicola Verkade

I am a self employed business owner based in Hoylake running a short term letting company in the corporate and holiday letting sector, we have been severely affected by the pandemic and are desperately trying to recover and build our business going forward, the current disgraceful and unmaintained state of Hoylake beach has and is in my opinion having a direct negative effect on my business and other businesses locally as visitors are no longer coming with no usable, clean beach, footfall is down significantly and with less people and less money spent in Hoylake the economic impact is obvious.

My guests some of whom have visited for over 20 years are shocked and horrified by the current state of the beach and I cannot justify the councils actions to them when they say how beautiful it once was and yet how sad and neglected it is now.

We as residents and business owners expected our council to support us post pandemic and we feel incredibly let down and dismissed as our demands for a clean raked usable beach are continually ignored.

What assurances can you give me and other Hoylake business owners today that we are being heard and that plans to clear an amenity beach area are imminent, as a plan to delay this for another 12-18 months will be disastrous and potentially fatal to mine and other local businesses and Hoylake's economy may never recover.

Question 15 from Kelvin Wright

Spartina is a pioneer salt marsh species rapidly spreading in Hoylake and Meols. Salt marsh is considered as a “sink” for global warming-causing

carbon. However, recent research* published on 05 April 2021 has established that half of global methane emissions come from aquatic ecosystems – including salt marsh conditions.

My question:

Given the above, in respect of the post study findings, following the independent evaluation, what are the hopes and aims of the Council on receipt of the evidence?

*Rosentreter, J.A., Borges, A.V., Deemer, B.R. *et al.* Half of global methane emissions come from highly variable aquatic ecosystem sources. *Nat. Geosci.* **14**, 225–230 (2021). <https://doi.org/10.1038/s41561-021-00715-2>

Answer to questions about Hoylake beach:

Thank you all for these questions. It is important to direct you to the Have Your Say Beach Portal ([Hoylake Beach Information | Have your say Wirral](#)) and the reason for that is that is where we are constantly updating the data as it comes in so that's where the latest information regarding the scientific findings but also regarding the law are to be found, so you can find the Natural England guidance setting out the parameters of what we legally can and cannot do on Hoylake beach. You can find that on the Have Your Say Portal which is available through the Council website. That is where the consultation will be held. In the meantime people can leave comments but at the moment it is for information and for leaving of comments. The consultation stage is yet to start. It is most important that you do place and leave your comments there. Many of these questions have clear answers that you will find in that Portal if you look through that information. If the public want to find answers to any of the questions asked tonight they can look at the Portal and they will find the answers to those questions.

It's important to note that the Natural England advice has been updated considerably so one questioner referred to the advice we were given in 2010 so that's over a decade ago and that advice has changed dramatically in that time. We cannot follow out of date information and advice. The permissions that were given in the past would not be given now and Natural England have assured us of that. If you read the information in the Portal you will see that. We must legally follow Natural England advice at all times and as the climate and environment emergency has unfolded their advice has increasingly been to protect and promote the natural world. I note that I have been quoted out of context regarding grass on the beach and this can be corrected in writing later.

I visit the beach regularly. I can answer that question personally. It's one of my favourite places. I cannot speak for the rest of the Committee and I'm not prepared to ask them what they do in their free time but they may wish to get in touch with you if your contact details are available.

We have not been notified by any emergency services of any obstacle to their operations at all.

I can assure you that all Wirral beaches are treated the same. None has been raked since 2019 and the fact that others are grass free is due to natural processes.

Spartina Anglica has environmental benefits. For example, it can trap sand sediment helping other salt marsh plants to colonise. *Spartina* interspersed with other salt marsh species can provide habitats for invertebrates and therefore create suitable feeding grounds for waders and water birds. The RSPB has a number of times approved our current approach to Hoylake beach. Emerging evidence is showing that *Spartina Anglica* is not dominating the vegetation and reducing in frequency as the beach changes and other plants become established. The coastal environment is dynamic and subject to natural change. Allowing habitats to respond naturally and establish can help to stabilise beach sediment making them less prone to coastal erosion, effectively acting as a natural sea defence when sea levels are bound to rise.

Wirral Council is in discussion with the RNLi ass to the exact nature of any issues that they might notice on the slipways.

Key stakeholders are those with a regulatory function with regard to the area such as Natural England, the Environment Agency and the Marine Management Organisation.

The Communication and Engagement Strategy approved by this Committee on 16th March 2021 sets out that the first phase of consultation, which will start after the publication of the Geomorphology and Ecology Study, will seek a wide range of views from both key stakeholders and other stakeholders, that is, anyone with an interest in the beach. Wirral Council will then consider all stakeholder interests and, subject to further consultation, develop an appropriate and legally compliant management plan.

The process and timescales for the development of a beach management plan for Hoylake are set out in the Communications and Engagement Strategy approved by this Committee. It's also referenced on the Hoylake Beach Information Have Your Say portal.

The Discretionary Advice received from Natural England in March 2020 states that

“As habitats form naturally in new locations within the statutory designated sites they will be considered as conservation features of the statutory designated sites and will therefore be covered by the sites’ conservation objectives. For example developing pioneer saltmarsh and sand dunes on north Wirral foreshore are protected as features of the Dee Estuary Special Area of Conservation.”

The Council takes a strategic approach to managing flood and coastal erosion risk and is in turn given direction by the Environment Agency’s National Flood and Coastal Erosion Risk Management Strategy.

The Shoreline Management Plan, which sets out coastal defence policy, is currently undergoing a refresh to ensure that the policies remain suitable in light of changes since the last update in 2009.

Where Policy and Strategy documents are subject to updates and refresh the current government guidance on the impacts of climate change is considered as a matter of course.

22 STATEMENTS AND PETITIONS

Councillor Liz Grey made the following statement to the Committee and presented Members with books she had purchased.

We are not moving far or fast enough on the environment and climate emergency crisis and this is deeply frustrating. In many cases it is not down to lack of political will and I believe that when we declared an environmental and climate emergency in July 2019 it was heartfelt for most of us. But when Councillor Brame quoted Greta Thunberg he really meant it and when Tony Norbury referred to the critical choices we face regarding a habitable or uninhabitable planet in the future that was also from the heart. I know that when I said we needed to learn from the war generation on how to live within our means or rather within our planetary boundaries I certainly hoped we would have achieved more than we have now as a Council, as a country and as an international community. In July 2019 the Intergovernmental Panel on Climate Change said we had a decade to sort things out before they became irreversible and catastrophic. They have recently declared that humanity is on red alert - code red for humanity. The Intergovernmental Panel on biological diversity and ecosystem services has also said that time is running out to stop a mass extinction all around us. Both climate change and biodiversity loss are devastating life on earth. I know how hard our officers have been working on this and just how committed most of them are. But this is something for us to be thinking about now. We should be rightly proud of what we have done as a Council but we need to do more. We are the ones as elected Members who need to give a steer on policies. At this critical juncture before as we head towards COP 15 and COP 26 are we going to guide the Council to do the right thing in transport and environment policies or not? Are we going to make the difficult decisions and explain to our residents why we must make sacrifices in our daily lives now to ensure that our children and grandchildren have a recognisable safe and viable planet on which to live in the not too distant future? COP 15 on biodiversity is still going ahead soon though fragmented and online at first. COP 26 on climate change is still being planned and each of these conferences needs to make radical promises for all our sakes. Our governments then need to act. We can't save the world just from this Committee but we absolutely must do everything within our power. We have a variety of really experienced Councillors around the table here in all parties bringing all kinds of life experience and understanding to this Committee and we need to harness that and work together. Remind me if you get political. I'm just as prone as everybody else to party politics and I urge you and your parties not to use the environment for any political campaigns. It's just too big. The questions regarding our carbon literacy was spot on. If we are to avoid partisan positioning and petty campaigning and if we are to

really work together to address the biodiversity crisis, and the climate crisis then we will need to be fully informed and up to date on the facts about these problems and we need to address them here in Wirral. We will need carbon literacy training and I commend each of the Councillors and officers that had already given up precious free time to attend the training. I know that others are signed up to the next round and we will become a carbon literate organisation. In preparation for Cop 15 and COP 26 I have been reading and rereading some key books and one of the very best is David Attenborough's latest book on his life and his work charting the increasing problems of habitat loss and climate change. I would be grateful if Members would accept as a small gift from me a copy of this book which I will also give to the Chief Exec and the Leader of the Council. I do have alternatives to those of you who have read it already as I know you are interested in this. I did think possibly about resigning in protest at us not getting enough done but I know I'm not significant enough for that to have much impact or achieve anything so I do hope that you can accept this gift in the spirit with which it is intended, read and work together to move further and faster in response to the devastating environmental problems we all face.

23 **QUESTIONS BY MEMBERS**

Questions were invited from Members which related to matters which the Council has powers or duties or which affected the Borough fell within the terms of reference of the Committee.

Councillor Helen Cameron asked if Carbon Literacy training could be held in the evening. Officers promised to look into this.

24 **ROAD SAFETY PROGRAMME UPDATE**

Simon Fox, the Assistant Director for Highways and Infrastructure presented this report which provided an update on the Council's road safety programme, strategy and policy as well as progress with resolutions agreed by the Environment, Climate Emergency and Transport Committee on 16 March 2021, which included recommendations from the Road Safety Working Group and the Combined Authority Transport Plan Integrated Block programme. A future report would include a full schedule of locations requested by various people with evidence, budget allocation and a proposed programme of implementation for 2022/23. The report highlighted key achievements against the recommendations of the Working Group, including six pilot 20 mph schemes, the vision zero pledge on road casualties and vehicle activated speed warning signs.

Members questioned detail in the report which established:

- Surveys were carried out following schemes to assess their success
- Some schemes had been postponed because of the Covid-19 pandemic which affected finances and officer time

- Variable speed limit signs were most effective if used sparingly but required set criteria to be installed
- Behavioural science was utilised and more information on this would be shared with Members
- There was a time lag between a Committee decision and implementation
- Satnav companies were informed of changes in speed limits
- Schemes connected with schools had been delayed whilst schools were not operating consistently although an externally funded School Streets Officer was being appointed to help implement schemes

Councillor Liz Grey proposed additional text to the recommendation. This was seconded by Councillor Allan Brame.

Resolved (7:4)

That

- (1) the various workstreams included within the Council's programme of road safety improvements and the proposed mechanisms for the delivery of this programme in 2021-22 and beyond be noted;**
- (2) the cttee request the officers focus on delivering each of the road safety working groups recommendations as an urgent priority and asks that officers provide clear feedback on each recommendation before the end of this calendar year detailing progress made in planning, funding and implementation**
- (3) Committee notes that 4.24 of this report omits full reference to the Department for Transport guidance on implementation of 20 mph which can be implemented on roads with average speeds above 24 mph. Committee also notes that 4.25 of this report does not acknowledge that the data on collisions can never reflect the extent to which road safety fears drive behaviour choices in local travel. Roads may appear safe in terms of collision data because people are too scared to walk or cycle along them. Committee wishes these factors to inform the rollout of 20 mph zones.**

25 **WEED CONTROL OPTIONS APPRAISAL**

Mike Cockburn, Assistant Director for Parks and Environment, introduced this report which provided an overview of the appraisal exercise undertaken to consider options for future weed control across the borough.

Members discussed the options and explored a further option of having an in-house service to cover a variety of tasks. There were concerns over the financing and recruitment this would require and it was estimated that it would take a year to plan and implement. The existing contract could be retendered with an option for extension if an in-house service proved to be uneconomic.

Councillor Michael Collins proposed a motion to have a reduced term contract to allow for investigations and planning for an in-house service.

Resolved:

That the Committee does not support the option presented in the report to procure a weed control contract for a term of up to 4 years and wishes to have more information before deciding on a long term option for weed control.

Committee would like further information on a fully integrated in-house service, covering all aspects of edge of highways and street maintenance including but not necessarily limited to grass cutting and weed control.

Committee therefore requests that the Director of Neighbourhoods reports back to the Committee as soon as possible with the above information. In the meantime the Committee agrees to the commencement of a tender process for the procurement of a weed control services contract for a period of one year with an option to extend for 1 year.

The Committee also agrees to give delegated authority to the Director of Neighbourhoods to award the one year contract with an option to extend for 1 year within approved budget and in accordance with the Most Economically Advantageous Tender (MEAT) criteria.

26 **QUARTER 1 BUDGET MONITORING**

Sarah Cox, Senior Finance Business Partner, presented this report which set out the financial monitoring information for the Committee as at quarter 1 (Apr – Jun) of 2021-22. A revenue shortfall was largely due to car parking income not being realised, and the Capital programme also showed an adverse position as several schemes had slipped into the next financial year after not being progressed during the pandemic.

Resolved:

That

- (1) the projected year-end revenue forecast position of £0.850m adverse, as reported at quarter 1 (Apr – Jun) of 2021-22 be noted**
- (2) progress on the achievement of approved savings and the projected year end forecast position at quarter 1 (Apr – Jun) of 2021-22 be noted**
- (3) the reserves allocated to the Committee for future one-off commitments be noted.**
- (4) the projected year-end capital forecast position of £1.143m adverse, as reported at quarter 1 (Apr – Jun) of 2021-22 be noted.**

27 **APPOINTMENT TO HILBRE ISLAND NATURE RESERVE MANAGEMENT COMMITTEE**

Vicky Shaw, Head of Legal Services, introduced this report which was to enable the Committee to review the continuing need for the Hilbre Island Nature Reserve Management Committee and if necessary to appoint Members, and possibly named deputies, to serve on it in 2021/2022.

Members discussed the membership of the Committee and whether political proportionality should be considered.

Due to the lack of consensus, Councillor Liz Grey proposed taking the matter to Policy and Resources Committee. This was seconded by Councillor Chris Cooke.

Resolved:

That Policy and Resources Committee be recommended to: authorise the Monitoring Officer as proper officer to carry out the wishes of the Group Leaders in relation to the matter of Councillor membership of the Hilbre Island Nature Reserve Management Committee.

28 **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.

Councillor Liz Grey proposed that Active Travel be restored to the Committee's Work programme. This was seconded by Councillor Steve Foulkes.

Resolved:

That the proposed Environment, Climate Emergency and Transport Committee work programme for the remainder of the 2021/22 municipal year be noted and that active travel items removed after the Committee voted to keep them be restored to the Work Programme of this Committee including active travel funding and strategy.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Wednesday, 20 October 2021

REPORT TITLE:	STREET LIGHTING IMPROVEMENT PROGRAMME, PROGRESS REPORT
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides an update for Members on progress of the council's current programme to improve and upgrade its street lighting stock, as well as on potential future proposals for street lighting.

The improvement of Wirral's street lighting infrastructure contributes to the Wirral Plan 2021-26 themes of sustainable environment and safe and pleasant communities.

This matter affects all wards within the borough.

This is not a key decision.

RECOMMENDATION

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

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 The condition and efficacy of the council's street lighting infrastructure is very important to residents and Members alike. A major contract supporting the improvement of the council's street lighting stock and providing significant financial and environmental benefits is nearing completion and accordingly it is appropriate to update Members at this time.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 This report provides an update on an improvement programme containing previously agreed and approved options. The report also contains potential proposals which will be brought to other future Committee meetings in due course with associated options. Thus, there are no relevant other options to the recommendation made at this point.

3.0 BACKGROUND INFORMATION

- 3.1 Wirral has 37,470 streetlights on its adopted highway network, as well as 4,860 illuminated traffic signs. Wirral's street lighting asset is managed in accordance with the Highway Infrastructure Asset Management (HIAM) Policy and Strategy, and Street Lighting Policy, which were approved by the Environment, Climate Emergency and Transport Committee on 3 December 2020.
- 3.2 As phase one of the council's LED replacement programme in 2016, 7,000 of the council's worst performing (in energy efficiency) street lighting lanterns on the council's main arterial roads were replaced with modern light-emitting diode (LED) powered lanterns. These LED lanterns are more reliable, provide improved lighting, and are more energy efficient, so result in revenue cost savings (both energy supply and ongoing maintenance). Between 2016 and 2019, as part of the council's ongoing reactive maintenance activities, any full lantern replacements required on other roads were also made using LED lanterns. Some old sodium lanterns were repaired during this period where it was more cost-effective to do so.
- 3.3 By 2019 approximately 28,000 old and inefficient sodium lanterns remained on the council's highway network, mainly on residential roads. In 2017 a full structural condition survey was conducted on all the council's lighting columns and up to 9,000 were found to be in need of replacement in the short-term.
- 3.4 Consequently an LED phase 2 project was initiated and a procurement exercise commenced to secure a contractor. Funding of £4.46m was secured for the lantern replacements from the Salix government promoted interest-free loan scheme on an invest-to save business case, with the loan having to be re-paid from council revenue budget savings accrued from energy savings. A further £6.85m was secured in council capital borrowing (approved December 2017) over three years. The council capital was required to finance column replacements that were of high priority for safety reasons. Between September 2017 and April 2018, several lighting columns and lanterns were identified at risk and required immediate replacement. This work was carried out by the council's direct service Highway Operational

Services (HOS) team, by discrete short-term contract procurements, or through other major scheme delivery, and charged to the capital budget allocated to the overall LED Phase 2 project. Additionally, the council procured through purchasing frameworks a significant number of LED lanterns at best-value rates which would be issued to the successful contractor so that an early commencement could be made on site in Autumn 2019. A further £1.5m council capital programme funding was approved in September 2021 to supplement this work retrospectively as well as the electric vehicle charging infrastructure trial and main contract variations. Additionally, £77,000 in grant funding was secured from the government's Office for Zero Emissions Vehicles (OZEV) for an on street electric vehicle charging trial.

3.5 A contract was awarded to SSE Contracting Ltd (SSE) in September 2019, to include 26,600 lantern replacements and 9,200 column replacements. The contract sum at award was £9,290,896.

3.6 A progress report, including: progress, performance and outcomes of the SSE contract; on street electric vehicle charging trial; heritage lighting and future structural maintenance requirements is included at Appendix 1 to this report.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no further financial implications at the present time. The budget exists to complete the SSE contract and programmed investment until the end of 2021/22, as summarised below. Further decisions will be required for funding of heritage lighting, further column replacements and electric vehicle charging provision as described in Appendix 1.

Street Lighting Infrastructure Improvements – Projected budget 2018-22

Council Capital Programme 2018/19	£2,000,000
Council Capital Programme 2019/20	£2,450,000
Council Capital Programme 2020/21	£2,400,000
Council Capital Programme 2021/22	£1,500,000
Salix Loan drawdown Nov 2019	£ 500,000
Salix Loan drawdown Mar 2020	£ 740,000
Salix Loan drawdown Mar 2020 (2 nd release)	£ 500,000
Salix Loan drawdown Jul 2020	£ 500,000
Salix Loan drawdown Nov 2020	£ 500,000
Salix Loan drawdown Jun 2021	£ 576,084
Salix Loan drawdown Oct 2021	£ 576,084
Salix Loan drawdown Mar 2022	£ 576,084
OZEV grant	£ 77,000
Total Budget	£12,895,252

Street Lighting Infrastructure Improvements – Projected spend 2018-22

SSE contract itemised measured works	£9,290,896
SSE contract variations	£ 731,849
Client costs and other direct works undertaken	£2,872,507
Total Spend	£12,895,252

- 4.2 Each instalment year of the Salix loan will be re-paid over 5 years using revenue savings resulting from reduced energy supply costs, reduced maintenance costs and carbon budget savings as a result of switching to LED lanterns, and this has been profiled in the council's budgets for 2019/20 until 2026/27. Beyond April 2027, applicable revenue savings may be made against the council's budget.
- 4.3 The estimated ongoing fixed costs of supplying free on street vehicle charging for the 12-month trial period between October 2021 and October 2022 is £5,200, which will be financed from the council's climate emergency budget. The estimated cost of energy supplied during the trial is not predictable until uptake data is available but will initially be financed from the service energy supply budget. Both fixed and variable costs for providing the on-street charging points will be recovered once tariffs are set after the trial period ends.

5.0 LEGAL IMPLICATIONS

- 5.1 Whilst there is no statutory duty for local authorities in the United Kingdom to provide public street lighting, the Highways Act 1980 empowers a highway authority to provide lighting for any highway or proposed highway. Where street lighting is provided local authorities have a duty to ensure it is safe.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 On-going Digital staffing support is required to ensure the effective management of the systems used to ensure the street lighting service can function effectively. There are no additional specific ICT, staffing or assets implications relating to this report.

7.0 RELEVANT RISKS

- 7.1 All contracts for the supply of services relating to street lighting have contract-specific risk registers monitored by the appropriate contract management hierarchy. Service specific strategic and operational risks relating to the council's street lighting service and assets are contained in the Highways and Infrastructure service risk register which was reviewed in September 2021. There are no further specific risk implications relating to this report, which is a general position update.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Residents were consulted over the provision of the electric vehicle charging trial locations. A number of public communications have been issued throughout the implementation of this programme and dedicated web pages have been created, as indicated in Appendix 1.

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 This report is a position update only and no assessment has been undertaken in relation to this report.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 By 2030 7,700 Tonnes of carbon emissions will have been avoided since 2019, as result of the LED installations, compared with the emissions that would have been produced by the previous lantern types. Increasing decarbonisation of the national grid through the greater use of renewable generation sources has led to greater availability of green tariffs and the energy the council is purchasing for its street lighting from 2021/22 is on such a tariff that is net carbon neutral. This is a significant contribution towards the council's commitment to be net carbon neutral from its own activities by 2030.

10.2 The provision of on street electric vehicle charging infrastructure allowing members of the public to charge electric vehicles direct from the council's street lighting columns on a free 12-month trial basis will contribute to the council's policy and strategy setting for borough-wide carbon reductions towards the council's 2040 net carbon neutral target.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 The social value benefits delivered by the SSE contract include the direct employment of local Wirral residents on the contract works with an equivalent value delivered of £240,714.

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APPENDICES

Appendix 1 – Progress Report

BACKGROUND PAPERS

Exempt commercial contract information. Service asset information. Contract closure report, Amey Consulting Ltd.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee – Highway Infrastructure Asset management Policy, Strategy and Street Lighting Policy	3 December 2020

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE
Wednesday, 20 October 2021

Report Title:	STREET LIGHTING IMPROVEMENT PROGRAMME, PROGRESS REPORT
Report of:	DIRECTOR OF NEIGHBOURHOOD SERVICES

APPENDIX 1 – PROGRESS REPORT

1. Progress, performance and outcomes of the SSE Contract

1.1 Governance and financial monitoring:

The NEC3 Engineering and Construction Contract (ECC) form of contract with SSE has been diligently and professionally managed with a robust governance process under the highways capital programme portfolio and with a dedicated external specialist contract manager procured through the council's professional services supply contract with Amey Consulting Ltd. Wirral Council provided project Senior Responsible Owner, Project Manager and Senior User roles to the Project Board from existing staffing resources. The contract supervision was provided from discrete external resources until January 2021 and from internal council staffing resources since then. Amey has authorised compensation events (variations) totalling £731,849 for additional works ordered under the SSE contract for reasons of expediency and best value, including: essential variations to electrical safety processes; additional cabling (where post-contract faults have been identified); additional column replacements (where stock condition was found to have deteriorated significantly since the 2017 survey); the inclusion of works to high mast lighting which posed a serious public safety risk; electric vehicle charging provision and a section of lighting infrastructure on the A5139 Docks Link Key Route Network, which had due to have been included in a separate contract for safety barrier replacements in 2018, but was unable to be completed because of insufficient technical information and budget provision at the time. The final outturn contract valuation price expected to be contractually due to SSE is £10,022,745, which will be financed from the available budget provision.

1.2 Progress and completion:

Works on the SSE contract commenced on 2 October 2019 with a completion date of 1 October 2021. By August 2021 some 23,930 LED lanterns had been installed and 9,122 columns had been replaced under the contract with SSE. The final numbers ordered are 27,565 lanterns and 9,884 columns. At the time of writing this report, the current accepted programme shows completion on 8 October 2021. However, as a result of contract compensation events currently being evaluated the contractual completion date will be amended, but will not be later than the end of December 2021. Progress has been monitored monthly and at project board. Initially SSE concentrated resources on the installation of lanterns and by May 2020 had installed 1235 units more than programmed. During the same period the number of columns installed was 878 units less than programmed. When the pandemic restrictions were introduced in March 2020, the contract works were designated an essential service, SSE introduced safe working procedures and progressed both lantern and column installations with a focus upon column installations to restore the 878-unit deficit. At all times throughout the project total unit installations were ahead

of programme in terms of the Salix loan requirements. Progress has been consistently reported to the public using a dashboard format in a dedicated page on the council's website here:

<https://www.wirral.gov.uk/parking-roads-and-travel/major-projects/led-replacement-programme-phase-2>

1.3 Performance monitoring and customer feedback:

The contract required that performance be measured monthly during the contract term. Measurement was facilitated through Five Key Performance Indicators (KPIs) each clearly defined together with a methodology for measurement and weighting. Performance scores were awarded at each monthly contract management meeting and reported by exception to the Project Board. A total score of 30 was the minimum acceptable score set, with continued failure to achieve this level having the potential to trigger low performance damages. The monthly score achieved for every monitoring period throughout the contract was 42, so performance has been good and SSE has not been subjected to any low performance damages.

SSE has conducted customer satisfaction surveys available to all Wirral residents on an anonymous response basis during the course of the contract and this was promoted through the council's communications messaging. Only 343 individual responses have been received to date across all wards in the borough. In summary, the responses indicate: that 64% of respondents were either satisfied or very satisfied with the associated roadworks and effort made to ensure the safety and convenience of residents; that 67% of respondents were satisfied or very satisfied with the effort made to keep the surrounding area clean and tidy whilst work was in progress. Only 50% of respondents were either satisfied or very satisfied with the improvements made to the street lighting in their area with 26% being very dissatisfied. This is disappointing but is not necessarily a reflection on the performance of SSE. Anecdotal evidence suggests some residents may initially take time to become accustomed to the different type of light emitted by LED compared with the old sodium lights. This may be indicative of the responses received. LED is in fact no brighter, but may be perceived as such, and anecdotally many people do eventually prefer the new type of light.

During and leading up to the contract with SSE, a number of streetlights may have been left unattended where they were in low-priority locations or any defects were not considered urgent, and it is recognised this has been frustrating for residents and Members who have supported them. Nevertheless, all resident and Member enquiries were still properly investigated in this period. Many temporary repairs have been undertaken across the borough as an interim measure to retain lighting at certain locations until the SSE contracted work of full replacement could be completed. Some locations may have received multiple visits in this period, since one visit from the council's Highway Operational Service (HOS) may have been to temporarily repair to retain lighting levels in a reactive response when appropriate, and one visit may have been by our LED replacement contractor, SSE, to replace the full unit which was part of the planned major project. Many enquiries queried the practice of cutting down an old lighting column and leaving it in place. Columns are only cut down if they pose an immediate risk to public safety. Often they will be replaced with new columns later in accordance with the relevant level of priority or as

part of the planned SSE contract works, or even removed altogether where no longer required under changed illumination level requirements. The SSE contract is an enormous undertaking in terms of scale and numbers of asset units included and inevitably some locations will have been omitted either intentionally, if part of other future planned work, or due to an oversight as a result sheer volume of installations being managed. Any genuine omissions will be corrected during the contract closure and correction period.

However, reference to the council's customer enquiry data reveals that the number of reports relating to lighting faults have gradually reduced over the past 2 years. In August 2019, 429 fault reports were received; in August 2021, 145 fault reports were received. This would imply good progress with the LED contract works and suggests residents are generally more satisfied with the council's street lighting performance there than they previously were.

1.4 Health and Safety:

There have been no major or reportable injury accidents during the course of the SSE contract. There have been two near-miss incidents of significance, as follows:

4 September 2021, concrete column falling: There was an incident in Mount Drive, Bebington where an existing 5m concrete column fell across the road after a new column had been installed adjacent to it. SSE discovered the cause was due to insufficient root plant depth of the column at its original installation. SSE carried out a full review and revised their working procedures. SSE also carried out toolbox talks with their operatives and sub-contractors.

15 March 2021, cable strike: During excavation works to locate a supply an operative working for an SSE sub-contractor disturbed a low voltage cable which caused local power outage to small number of residential properties in Wordsworth Walk, West Kirby. No operatives were injured and the outage was reinstated later the same day. A full sub-contractor incident review was held and toolbox talks conducted with operatives.

Both incidents were fully reported to the council's corporate health and safety board with lessons learned documented and have been closed out accordingly.

1.5 Energy savings:

By the end of August 2021 the total energy saved since October 2019, compared with the old sodium lanterns that had been replaced, was 2,944KWh (60% reduction) equating to a saving of £414,625 p.a. revenue budget saving, which will contribute to the Salix loan repayments and future budget savings. The total carbon saved was 1,263 Tonnes. The projected total carbon savings by the end of the SSE contract are 1,423 Tonnes. By 2030, 7,700 Tonnes of carbon emissions will have been avoided since 2019, as result of the LED installations, compared with the emissions that would have been produced by the previous lantern types, based on the way carbon emissions are currently calculated on annual government conversion factors.

1.6 Social value delivered:

As part of their tender submission SSE provided a quantitative proposal against the Wirral-specific social value themes, outcomes, and measures (Wirral TOMs). This

amounted to a theoretical social value to be delivered of £282,516 in financial terms, along with supporting qualitative statements on how this value was to be delivered throughout the life of the contract. This was an indicative offer and not contractually enforceable.

Social value delivery has been reviewed all board meetings. Delivery has been retrospectively measured and reviewed by the Social Value Portal Ltd on an ongoing basis ensuring the delivery of benefits relevant to Wirral.

At the time of writing this report SSE has delivered measured social value outcomes amounting to £244,694 in financial terms, which is 87% of the offered amount. SSE has had difficulties during the Covid-19 pandemic in delivering on some of the TOMs offered, where they involved working in the community face-to-face. This has been offset by additional social value projects providing physical infrastructure, such as traffic signs, as community social value projects, and further additional work is planned in the next two months to bring the total value delivered closer to the offer amount.

2. Electric Vehicle Charging

- 2.1 The council is currently developing its strategy and policy for the provision of electric vehicle charging infrastructure across the borough linked to the climate emergency declaration and the council's borough-wide net carbon neutral targets. Key to this is considering the feasibility of providing on street charging and one opportunity to supply this is direct from public street lighting infrastructure. Locations for this solution are only suitable and appropriate where the lighting columns are at the front of the pavement and in areas where residents have no access to off-road parking where they can charge direct from home electrical supplies.
- 2.2 During the course of the contract with SSE a funding opportunity for financing the provision of local authority electric vehicle charging points (EVCP) became available as grant through the government's Office for Zero Emissions Vehicles (OZEV), formerly Office for Low Emissions Vehicles (OLEV). A sum of £77,000 was made available in grant and a further £26,000 was provided as 'match-funding' from the overall capital programme budget allocated to the current street lighting improvement programme, which will be offset against the council's climate emergency budget provision. The council agreed a variation to the contract with SSE to include the provision of on-street EVCPs using supplier City EV Ltd. A survey that was open to all Wirral residents was conducted to gauge interest and 45 suitable lighting column locations were selected across Hoylake, Woodchurch, Wallasey, Prenton and Bromborough as a trial.
- 2.3 The EVCPs were activated and made free to use by any member of the public from October 2021 for an initial period of 12 months. During this trial the council will gather data on usage, cost of energy provided through the energy supply contract and customer feedback. This data will be used to inform the wider council vehicle charging infrastructure strategy and the setting of appropriate tariffs after the trial period.

- 2.4 A dedicated page on the council's website has been established to provide residents and Members with further details and information about the EVCP trial, here:

<https://www.wirral.gov.uk/parking-roads-and-travel/major-projects/street-electric-vehicle-charging>

3. **Heritage Lighting**

- 3.1 Concerns have been raised by residents and Members regarding the retention of heritage or ornate style street lighting. The council has a duty to maintain a safe street lighting asset and the provision of good quality lighting at best value for money. To standardise as much equipment possible for future sustainability and efficiency is key to this, whilst respecting the status of some key locations. Many of the council's lighting columns and lanterns are often described as "heritage" lighting, and whilst some genuine heritage style stock is present in some conservation areas, many described as such are actually older isolated asset types more commonly installed as standard (including ornate cast iron) across the borough many years ago. Others may be specialist designs which result from specifically funded public realm initiatives in localised areas. Unfortunately, this now means that some of the council's original ornate lighting columns are more than 70 years old. Whilst these may appear in to be good condition, surveys have revealed they are at the end of their serviceable life and need to be replaced to help reduce the council's liability risk. There is no current budget availability to install heritage style lighting infrastructure anywhere in the borough as part of the current improvement programme, which is based upon invest-to-save and safety-related business cases.
- 3.2 Nevertheless, concerns raised by some residents and Members on this subject are appreciated and a cross-directorate working group between Neighbourhoods and Regeneration and Place has been established to develop an overall proposed strategy for heritage street lighting, particularly for the key conservation areas, to address the issues described above. All conservation areas will initially be subject to a review and listed in order of recommended hierarchy to offer an options appraisal with anticipated costs for consideration by Members, along with funding recommendations and options to allow the enhancement of specific standard lighting column and lantern equipment in locations identified to achieve a heritage style appearance.
- 3.3 Where specific columns described by the public as heritage in conservation areas are in satisfactory condition, they will currently be left in place with new LED lanterns installed where possible, and where it is possible to retain existing heritage style lanterns in conservation areas these will be fitted with LED bulbs. Where replacement columns are needed, these will need to be replaced with standard modern steel galvanised columns to remove any risk of structural failure.
- 3.4 Enhancements to modern lighting columns can include painting, the fitting of decorative bases, and decorative rings to the column to give a more traditional look at the appropriate locations where agreed using proprietary embellishment 'kits'. The painting and embellishment of standard galvanised steel lighting columns is a considerable additional cost of circa £800/column. This will be one of the options presented to Members in due course. An example of a painted and embellished modern lighting column, next to a standard galvanised finished one, has already

been set up in Port Sunlight as a trial (column No.3, The Causeway). The provision of heritage style lanterns is a further considerable additional cost, compared with the standard lantern type, of circa £900/lantern. Standard lanterns can be provided in black finish at no additional cost.

- 3.5 A full report will be brought to the relevant Committee to consider officers' recommendations on heritage lighting in 2022, only once the results of current ongoing realm strategy studies have reported back and have been properly considered. The Port Sunlight and Birkenhead Design and Public Realm guides are likely to be completed by May 2022. Both will consider the issue of lighting columns, and a range of options including the potential of adapting existing columns where possible, which will allow for the accommodation of LED fittings, or their replacement with columns which complement the conservation areas. The recommendations in the future report to Members will present a wide variety of options for Members to consider and potential capital funding opportunities will be suggested that are likely to be based on a visitor economy related business case.

4. Future structural maintenance requirements

- 4.1 Wirral's street lighting column asset has been predominantly fabricated from concrete, cast iron, aluminium and steel, and a few timber columns still exist. Some of the concrete columns are over 60 years old and a number of the non-galvanised steel columns are more than 40 years old. Most of the columns identified as in immediate or urgent need of replacement due to condition have been replaced as part of the SSE project described above or prior to that. However, there will be a need to replace all of the remaining concrete and cast-iron columns in the next few years, since these materials are unreliable, prone to failure without warning, and no longer meet current design standards. There will also be a need to replace any defective steel or aluminium columns that continue to deteriorate in the interim period.
- 4.2 There is currently no funding identified to undertake a further wholesale column replacement programme, although £60,000 per annum is allocated from the annual Local Highways Maintenance Capital Block funding for a small number of ad hoc column replacements. This funding level, which has remained unchanged since 2010, allows for approximately 60-70 columns to be replaced annually. This piecemeal approach to column replacement has still not significantly reduced the overall rate of decline of the councils lighting column asset, despite the 9,884 replaced under the current contract. For example, over 15,000 concrete columns remain on the highway network and this will require addressing in future years.
- 4.3 Consequently, a further fully-evidenced, safety-related, business case submission will be presented to the council's Capital and Assets (CAG) group and Investment and Change Board (ICB) in due course requesting funding of up to £1.8m per annum, over a 10-year rolling programme period.



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Wednesday, 20 October 2021

REPORT TITLE:	LOVE WIRRAL STRATEGY
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides Committee with recommendations for the Council’s Love Wirral Strategy (attached as Appendix 1), which sets out the Council’s approach to further develop on the successes of the Loving our Environment strategy, engaging with Wirral’s communities and visitors to protect, respect and enjoy Wirral’s parks, beaches, towns and local areas.

The Love Wirral Strategy will focus on set stages to tackle areas where littering, dog fouling, trade waste and graffiti and fly posting are prevalent to bring about positive behaviour change:

1. **Intelligence-led decision making** – gathering information to highlight hot spot locations and experiences from local residents.
2. **Enabling** – audit of existing infrastructure (e.g. bins and dog fouling bag dispensers), to make sure that there is sufficient and fit-for-purpose litter bin provision, that is in the right place.
3. **Education** – communication campaigns, signage, floor stencils.
4. **Engagement** – face-to-face engagement (following Covid-safe procedures and practices) with people at hot spot locations, local schools and businesses.
5. **Enforcement** – the Council employs an in-house enforcement service. Enforcement will be the final step, following the above stages.

This matter affects all Wards within the Borough. It is a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee are requested to:

1. Approve the Love Wirral Strategy.
2. Receive regular progress updates on the delivery of the strategy.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 Wirral Council spends around £4million per year picking up litter, sweeping the streets and clearing fly tipping.
- 1.2 Since the beginning of the Covid-19 pandemic restrictions at the end of March 2020, Wirral has seen a 50% increase in street cleansing waste collected. Online reports of dog fouling have also increased by 23%. Visitor numbers have increased at our coastal locations and parks, as people have been spending more time closer to home.
- 1.3 The Love Wirral Strategy is intended to align our approach with the national Litter Strategy and recent Waste and Resources Action Programme (WRAP) guidance on “binrastructure”, whilst taking into account the changing needs of our area. Focusing on a stepped approach of infrastructure, education, engagement and proportional enforcement will deliver the desired behaviour change for residents and visitors to protect, respect and enjoy the beautiful environment that Wirral has to offer for current and future generations.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council has previously used different approaches to tackling environmental crime, employing a robust zero tolerance application of enforcement. A private contractor, Kingdom, was employed to carry out the enforcement on the Council’s behalf. Following a number of difficulties and challenges with this approach, the Council decided to terminate the contract with Kingdom and to move away from zero tolerance. The Council’s Enforcement Policy was subsequently amended to remove zero tolerance and adopt a more discretionary approach to environmental crime, based on education and advice, but also retaining the opportunity to carry out enforcement. Therefore, the Love Wirral Strategy has been developed to follow the discretionary approach to environmental crime, as set out in the Council’s Enforcement Policy.

3.0 BACKGROUND INFORMATION

The Loving our Environment Strategy 2015 helped to deliver positive environmental behaviour, with the introduction of 20 Love Where You Live Hubs across the borough (for rental of litter picking equipment), engagement with schools and businesses and a zero-tolerance approach to littering and dog fouling. Enforcement ceased in March 2019, but engagement and support in local communities continued. Volunteer litter picking increased significantly and since March 2020, approximately 600 litter picking kits have been donated to individuals, groups, schools and charities.

3.1 Litter

Wirral Council spends around £4m per year picking up litter, sweeping the streets and clearing fly tipping.

3.2 From April 2020 (just after the start of the first national lockdown due to Covid-19), the tonnage of collected street cleansing has increased by an average of 50%, compared with collected tonnages in 2019. Between April 2020 and March 2021, this equated to an additional 3,000 tonnes of street cleansing and litter. This is likely due to the stay-at-home order and people only being permitted to take limited, local outdoor exercise.

3.3 The Council normally schedules additional resources for coastal locations over the Summer months, when there would traditionally be a higher footfall at these locations. Due to the increased visitor numbers to these locations due to travel restrictions, an additional £193k of resources was provided from Covid-19 funding to cover the period of 1 June to 25 October 2020, including:

- 29 extra bulk bins (1100ltr) placed at strategic locations around the borough, e.g. The Dips, New Brighton. This increased usual provision by 118% from June to August, compared to the same period in 2019.
- Additional street cleansing permanent presence, with extended hours of operation, at Wirral's main coastal destinations.
- Additional prom crew to empty litter bins.

3.4 In Summer 2020, a total of 51 tonnes was collected from the bulk bins at coastal and parks locations and an additional 409 tonnes of litter was collected over the weekends from the prom and other coastal locations compared to the summer period in 2019 (a 26% increase).

3.5 Additional resources, above what would normally be deployed pre-Covid, has also been arranged for Spring/Summer 2021 and is currently scheduled until end September 2021.

3.6 According to the National Litter Survey, carried out by Keep Britain Tidy in 2017/18, The most commonly littered item is cigarette butts, found on 79% of sites. The following three most littered items, all 'food and drink on the go' related, are confectionery packs (found on 60% of sites), soft drink bottles and cans (52%) and fast food related litter (33%). Since this survey and as a direct result of the Covid-19 pandemic, there has been a new litter type observed – Personal Protective Equipment (PPE), e.g. face masks and disposable gloves.

3.7 The Council suspended the loan of litter picking equipment, due to the health risks of Covid-19 transmissions and also closure of Council venues. However, the Council has supplied over 600 litter picking kits (litter picker, bag hoop and high viz vest) this year, to local groups, schools and individuals carrying out litter picks in their local area. In addition, the Council has recently received requests from locations seeking to be a Love Where You Live Hub and requests from schools for kits that can be used by students and their families. Litter picking volunteers have been invaluable to the maintenance of local areas, with local groups such as The New Brighteners and The Wirral Wombles collecting over 24 tonnes of litter so far this year.

3.8 All collected litter and street cleansing is sent with Wirral’s household waste to the energy from waste facility in Teesside, where it is burned to generate heat and electricity. None of the litter is separated for recycling, due to high levels of contamination (non-recyclable materials, food and liquids) when a trial was undertaken a few years ago. It is likely that England will approve a Deposit Return Scheme for drinks bottles and cans as part of the Environment Bill, which is currently going through Parliament. If rolled out, this will likely result in a reduction of these materials being littered.

3.9 Dog Fouling

The Residents Survey of 2017 carried out by Ipsos Mori on behalf of the Council found that dog fouling was a major concern among residents. The Residents Survey analysis report said: “We know that the appearance of the borough is very important to Wirral residents. Area cleanliness is a key driver to local area satisfaction and also of the Council representing value for money, so it is important to understand what shapes perceptions of litter issues. Dog fouling comes out as the top issue across the board, with all constituencies bar Wirral West naming it as the top issue in their area.” Ipsos Mori, 2017.

Table 1 – Percentage of residents listing Dog Fouling as their top issue of concern

Constituency Area	People siting Dog Fouling as a problem in their local area	People siting Dog Fouling as a problem in the Borough
Wallasey	69%	61%
Birkenhead	67%	67%
Wirral West	57%	56%
Wirral South	50%	52%

3.10 The Wirral Plan 2025 sets out the Council’s vision to secure the best possible future for our residents and states that we will work for a sustainable environment and safe and pleasant communities (amongst other priorities).

3.11 In 2018, 10 dog poo bag dispensing boards were provided by Tikspac (now Eco Green Communities) and were installed at key locations around the borough. The boards were sponsored by local businesses, Biffa Services Ltd and the Council and have been maintained and refilled through successful collaboration with local residents, volunteers and Council colleagues. Over the two years that they have been in use, 127,500 bags have been used by dog walkers in need. The bags are 100% biodegradable and fully compostable, thus supporting the Council’s single use plastic free policy.

3.12 Dog fouling continues to prompt hundreds of complaints from residents every year, either direct to the Council, on social media, through the local press or through Member surgeries and community outreach work. Residents can log a dog fouling hot spot online. Between April and December 2020, the number of online reports of dog fouling increased by 23%, compared to the same time period in 2019.

3.13 How We Will Work to Reduce the Problem

The Council will follow the below set stages to reduce litter, dog fouling and other environmental concerns and will focus on education and engagement primarily. Enforcement will be used where these methods have failed. The implementation of one specific stage may be enough to resolve the issue at one location whereas another location may need to try several stages in a gradual approach to reduce the issue.

3.14 Intelligence-led decision making

It is important to identify “hot spot” locations, to effectively target communications and engagement campaigns. Instances of dog fouling can be logged on the Council’s website (https://my.wirral.gov.uk/service/Dog_fouling_problem_report) and this data will be used to identify locations where dog fouling is recorded as being a problem.

3.15 Enabling

At identified locations where levels of litter and/or dog fouling are high, we will carry out an audit of existing infrastructure - how many bins are there in the location, are they in the right locations, are they fit for purpose, clean and in good repair, are they emptied frequently, are they in the right location (start/end of a walk) etc. In addition, to help responsible dog walkers who may have run out of bags, we will continue to support the current provision of 10 Eco Green Communities (EGC) dog poo bag stations and will invest in an additional 10 stations for identified hot spot locations.

3.16 The Council will continue to support litter picking volunteers, through advice, providing kit and continuing the partnership working with our contractor, Biffa Waste Ltd, to pick up bags of collected litter.

3.17 Education

We will develop a social media campaign, to highlight responsible dog ownership and what people can do to “do the right thing” and protect, respect and enjoy Wirral. In identified hot spot locations, we will install site-specific signage, reminding dog walkers that they should clean up after their dogs and put the waste into a bin – any bin will do. Location of bins will be highlighted. Where the surface is acceptable, painted stencils will be applied to footpaths, for example in the photograph below, which shows painted green footprints leading to the nearest litter bin:



- 3.18 A communication campaign will be developed to:
- Encourage use of litter bins.
 - Encourage reusable products e.g. masks, cups, water bottles.
 - Highlight reporting of hotspot locations to help assess infrastructure and engagement opportunities.
 - Encourage responsible dog ownership.

3.19 **Engagement**

Where the above methods are not resulting in a reduction of dog fouling, an engagement campaign will be developed. Face-to-face engagement will be carried out in a Covid-safe manner. Engagement will centre around speaking with people in hot spot locations, for example dog walkers, signposting to infrastructure available (bins and EGC stations) and offering help where required in the form of additional supplies of dog poo bags.

3.20 **Enforcement**

Where education and infrastructure are in place and dog fouling is still occurring, this will be being perpetrated by a few irresponsible dog owners. In these locations, Wirral Council will seek to carry out enforcement action, in line with the Council's Enforcement Policy.

4.0 **FINANCIAL IMPLICATIONS**

- 4.1 Communication, education and engagement will be carried out using existing resources.
- 4.2 The Love Wirral Strategy will contribute to the 2021/22 budget annual saving target of £75,000, to be achieved from 'Income generated from establishing targeted and discretionary environmental enforcement'. This savings target will not be achieved this year due to late implementation and the requirement to carry out education and engagement first but will be mitigated from other savings achieved.
- 4.3 It should be noted that increased levels of litter generate additional collection and disposal costs, which are likely to cause a pressure in future years if it continues.

5.0 **LEGAL IMPLICATIONS**

- 5.1 The Council has a duty of care under Section 89(1) and (2) of the Environmental Protection Act 1990, to keep specified land clear of litter and refuse, and to keep public highways for which they are responsible clean.
- 5.2 The Council is granted powers to issue Fixed Penalty Notices (FPNs) and carry out prosecution for the dropping of litter and trade waste enforcement, in accordance with the Environmental Protection Act 1990. It also has powers to issue FPNs in relation to fly posting and graffiti under the Anti-Social Behaviour Act 2003 with part 4 s28 Clean Neighbourhoods and Environment Act 2005.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The implementation of the Love Wirral Strategy will be managed by existing staff from within the Waste and Environmental Services Team, in partnership with colleagues from Communications, Community Safety and Parks and Environment.
- 6.2 Staff will receive the necessary training and support to enable them to engage with all members of the community effectively.

7.0 RELEVANT RISKS

- 7.1 There is a risk of reputational damage to the Council if there are high levels of litter and dog fouling. To ensure that people want to live and visit Wirral, it is important to encourage environmental stewardship and care of the environment. Residents and visitors will be actively encouraged to use litter bins, clean up after their dogs and hold on to their litter until they can either get to a bin, or arrive back at their home.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The Council currently uses a reporting tool to gather information on litter and dog fouling hot spot locations. However, a communications campaign will encourage a greater use of this facility, to engage with local residents, visitors and dog owners regarding litter and dog fouling, litter bin provision and locations, emptying frequency and provision of dog poo bags and litter picking equipment.

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 Equality Impact Assessment is available via this link:
<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The Love Wirral Strategy will reduce litter and other environmental crime, improving the local environmental quality for all. Reducing levels of waste is a key aspect of the Council's Environment & Climate Emergency Policy, therefore public education campaigns about waste minimisation and personal responsibility will be developed.
- 10.2 All collected litter and street cleansing is sent with Wirral's household waste to the energy from waste facility in Teesside, where it is burned to generate heat and electricity. There is currently no scope to separate recyclable materials from collected litter, due to high levels of contamination. However, it is likely that England

will approve a Deposit Return Scheme for drinks bottles and cans as part of the Environment Bill, which is currently going through Parliament. If rolled out, this will likely result in a reduction of these materials being littered and an increase in recycling of on-the-go drinks packaging.

11. COMMUNITY WEALTH BUILDING

- 11.1 The Love Wirral Strategy will continue to empower residents, schools and groups to do more in their local community, providing equipment and support to keep their area clean and tidy.
- 11.2 The Love Wirral Strategy outcomes include protecting the environment, minimising waste and using resources efficiently.

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APPENDICES

Appendix 1 – Wirral Council’s Love Wirral Strategy

BACKGROUND PAPERS

Litter in England, The Local Environmental Quality Survey Of England 2017/18 -
https://www.keepbritaintidy.org/sites/default/files/resource/National%20Litter%20Survey%20201718_0.pdf

The Residents Survey of 2017, Ipsos Mori -
<https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Wirral%20Residents%20survey%20results%202017.pdf>

The information on the number of reports of areas of dog fouling concerns has been extracted from the Council’s CRM system.

Tonnage data has been provided by Merseyside Recycling and Waste Authority, as part of monthly reporting and monitoring.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	22 October 2020
Environment, Climate Emergency and Transport Committee	16 March 2021

Wirral Council

Love Wirral Strategy

October 2021

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1. Introduction

1.1 Wirral Plan 2021-2026 Pledge: Sustainable Environment

Protect our cherished local environment and improve street cleanliness

Wirral is a fantastic place to live, with its beautiful coastline, plentiful parks and historic towns and villages. We want to preserve this, ensuring that we have clean and safe beaches and green spaces to enjoy and urban areas that are prosperous, vibrant and welcoming.

It is well documented that the environment in which people live has a significant impact upon their quality of life. From the last customer survey completed in 2017, we know that the appearance of the borough is very important to Wirral residents. Area cleanliness is a key driver for local area satisfaction and dog fouling in particular is seen as an issue in most areas.

This strategy sets out to further develop on the successes of the Loving our Environment strategy, engaging with Wirral's communities to engender a pride in the local area and environment. We will focus on education, engagement, infrastructure and proportionate enforcement, to encourage people towards positive behaviour.

We are committed to empowering residents to help them protect their local environment, where communities are proud of their area and love where they live.

1.2 People Doing More

Over the past few years, we have supported Wirral residents to do more in their local environment, providing over 600 litter picking kits and collected litter removal to individuals, groups and schools. Many parks are supported by "Friends of" volunteers.

We are committed to building on these positive relationships, to support and empower residents to take an active role in improving and looking after their local area. We will continue to listen and improve our relationship with volunteers and

work within local areas to provide sustainable solutions and improvements to the local environment. This could include supporting volunteers with equipment, advice and support to look after areas of land and building curriculums in partnership with schools that will enable young people to take an active role in their local area.

1.3 Encourage Positive Behaviour

Our environment can be spoiled by the anti-social and uncaring actions of a minority of residents and visitors. We are clear that behaviour change needs to occur, to prevent litter and anti-social behaviour occurring in the first place. We will support residents and councillors to lead by example and promote and encourage people to take more responsibility for their actions, reinforcing desired social norms.

The causes of littering and other environmental crimes are varied and often linked to wider social and deprivation issues. Therefore, affecting lasting behaviour change will require agencies operating in the community to work together on a long-term basis to address such issues. Some locations will require intensive community engagement through partner arrangements to deter anti-social behaviour.

1.4 One Landscape

Poorly maintained and untidy land adversely affects our residents' quality of life and can have a negative effect on the perception of the local area as a whole. We will work with communities to target problem locations for action and will support communities to find sustainable solutions for the maintenance and beautification of unmanaged areas of land. We will work with landowners to encourage good maintenance standards that complement the local area.

1.5 Climate Emergency

Wirral Council declared a Climate Emergency in July 2019 and one of the areas for action is operating more sustainably. In addition to being a standalone issue, litter is linked with waste reduction and by extension to our collective response to the global climate emergency. Minimising the resources, energy and materials required to

produce things in the first place has obvious climate benefit, but it also effectively limits the amount of waste that might end up as litter.

1.6 National Litter Strategy

In April 2017, the UK government published the National Litter Strategy for England. The strategy aims to reduce litter in England and establish an anti-littering culture, with an aim to educate young people on the importance of not littering and the effects litter can have. The strategy also places a focus on engaging with local communities with an emphasis on empowering them to help tackle littering. This was brought about after a national survey found that 81% of respondents were angry and frustrated with the amount of litter in England.

2. Purpose and Scope of the Love Wirral Strategy

In the municipal year 2020/21, Wirral experienced a 50% increase in litter and street cleansing removal compared with 2019/20 (3,000 tonnes more), because of the COVID-19 pandemic. The numbers of visitors to our stunning coastal areas have increased and this has implications for our street cleansing resources. Although likely due to the stay-at-home order (part of the suite of legislation introduced to tackle the pandemic) and people only being permitted to take limited, local outdoor exercise, it is possible that there will be a change in behaviour going forward, that leads to the higher footfall continuing for the next few years.

In Summer 2020, a total of 51 tonnes of litter was collected from the bulk bins at coastal and park locations and an additional 409 tonnes of litter was collected over the weekends from the prom and other coastal locations compared to the summer period in 2019 (a 26% increase). The significant increase in litter across the borough was again a direct impact of the restrictions put in place due to the COVID-19 pandemic, with people's movement restricted to their local area. It is anticipated that the higher levels of footfall will remain, particularly at coastal areas, and therefore additional resource and approach to tackling litter is required.

Street cleansing in Wirral costs around £4 million per year, or £27 per household.

These statistics highlight the issue faced by Wirral Council and the need to produce an effective strategy to tackle this issue.

This strategy will focus on the following areas, all of which contribute to a clean local area, where people feel safe happy to live:

- Litter
- Dog Fouling
- Trade Waste
- Graffiti and Fly posting
- Litter Control Notice / Litter Clearance Notice

3. Our Priorities

- Creating high levels of enjoyment and user experience of Wirral's public areas for all users.
- Providing a safe environment for all users of Wirral's public places.
- Increasing responsible dog ownership.
- Residents and visitors protect, respect and enjoy Wirral.

4. Causes of Litter

This strategy sets out to identify the main issues that have a detrimental effect on local environmental quality in Wirral, any gaps in knowledge and what resources and authority we have available to us to tackle these. It outlines opportunities where community action, collaborative working, education and stakeholder engagement can be best used to compliment current work or provide alternative ways of tackling litter.

4.1 Location of Litter Bins

WRAP's 'Binrastructure' guidance document "The Right Bin in the Right Place" emphasises the importance of having strategically placed litter bins. Research on

the placement of bins shows that the closer people are to a bin, the less likely they are to litter. It also shows that location is an important factor to encourage people to dispose of their litter in a bin.

Factors which influence whether a bin is placed in the right location include:

- Messaging/logos on the bin and how these relate to the location.
- The type of bin for the location.
- The types of materials the bin collects.
- The footfall at the location the bin is installed.

If an unsuitable bin is placed in an unsuitable location, it has been found that people are more likely to litter than if the type of bin and the location of the bin are suitable and convenient for people to use.

4.2 Lack of Public Awareness on the Impact of Litter

The National Litter Strategy sets out a need for greater education and public awareness on the issue of litter. Whilst there is a growing public perception that litter is an issue in England, there is still a disconnect in how litter should be managed and why litter is an important issue.

Smoking related litter was found to be the most abundant form of litter in the 2017/18 national litter survey carried out by Keep Britain Tidy. 79% of sites surveyed were found to have smoking related litter present; an increase of 6.2% from the 2014/2015 survey.

Confectionary packets and related waste were the second most abundant form of litter, with 60% of sites found to have this type of litter present. Littering issues are found to be particularly high in less affluent areas. Education and the raising of awareness to needs to have a focus on these areas across Wirral.

Educating and supporting young people in Wirral to be environmentally conscious and active continues to be extremely important to us. Schools participate in the Eco-

Schools programme and frequently carry out litter picking activity in their local areas. Youth groups, such as Scouts, Guides and Youth Clubs also frequently carry out litter picks. Litter picking activities highlight the issue for participants and encourages the 'correct' behaviour of taking litter home or using a litter bin.

4.3 Tourism and Leisure

Visitors form a crucial part of the local economy in Wirral, but they increase footfall in certain areas of the borough, in particular the beach, parks and open spaces. Increased footfall generates increased volumes of litter that need to be managed effectively. It is therefore important to consider where bins are placed to provide enough facilities for visitors and tourists.

4.4 Irresponsible Dog Ownership

The Residents Survey of 2017 carried out by Ipsos Mori on behalf of the Council found that dog fouling was a major concern among residents. Dog fouling can cause serious health problems and is the cause of considerable numbers of complaints about street and beach cleanliness.

While there is increasing public pressure on dog owners to clear up dog mess, there remains a small minority of dog owners that either fail to clear up after their pets or pick up but fail to bin it. The presence of dog foul in an area causes concerns around health of people, livestock, wildlife and in some instances water quality. It is important to try to tackle dog fouling in a strategic manner, providing appropriate waste facilities for dog foul and educating people on the issues of dog fouling.

In 2018, 10 dog poo bag dispensing boards were provided by Tikspac and were installed at key locations around the borough. The boards were sponsored by local businesses, Biffa Services Ltd and the Council and have been maintained and refilled through successful collaboration with local residents, volunteers and Council colleagues. Over the two years that they have been in use, 127,500 bags have been used by dog walkers in need.

4.5 Smoking

Smoking was the most abundant form of littering in the Keep Britain Tidy survey for litter in both 2014/2015 and 2017/2018. There is a significant issue with some smokers disposing of smoking related litter such as cigarette ends irresponsibly. Whilst the reason for this is unknown it is possible that there is a lack of disposal facilities for smokers or that there is a lack of awareness of the environmental impact smoking related litter has.

4.6 Eating on the Go

As national habits and behaviours have changed, there has been an increase in 'eating on the go'. This increase has led to more litter from packaging dropped by people in a rush to eat or by people discarding packaging or other items such as chewing gum from out of their car. To tackle this, education and behavioural change is needed so that those who drop litter in this way understand the implications on the environment and the local area. It is worth noting that this issue has been less widespread during the Covid-19 pandemic, with more people working from home. It is possible that 'eating on the go' litter will become less of a problem if changes in working practices continue for some after the pandemic.

4.7 Beach Debris

A specific issue for Wirral's coastal areas is debris that gets washed up on the shoreline.

This can include:

- Plastics
- Cans
- Glass
- Industrial Waste
- Animal Carcasses
- Oil (including Palm Oil)

This is hard to prevent but must be managed by the local authority. A wider national and international approach is required to tackle this issue at source, but ensuring adequate bin provision at these areas will help to reduce additional litter entering the water and being washed up by the tide.

5. How We Will Work to Increase Positive Behaviours

The Council will follow set stages to reduce litter, dog fouling and other forms of environmental crime and will focus on education and engagement primarily. Enforcement will be used where these methods have failed, where possible. The implementation of one specific stage may be enough to resolve the issue at one location whereas another location may need to try several stages in a gradual approach to reduce the issue.

5.1 Intelligence-led decision making

In addition to Council-wide education campaigns, it is important to identify “hot spot” locations, to effectively target communications and engagement and make the most efficient use of available resources. Members of the public can be our most effective eyes and ears on the ground – reporting instances of litter, dog fouling, incorrectly stored rubbish from shops and businesses for example.

Instances of dog fouling can currently be logged on the Council’s website (https://my.wirral.gov.uk/service/Dog_fouling_problem_report), but we will develop this further to report other instances of environmental crime. This information will be used to target resources to areas most in need. We will ensure that the form is easy to use, so that people want to use it so that accurate and up to date information can be obtained and analysed. This will be used to determine hot spot locations and the following can then be implemented:

5.2 Enabling desired behaviour

At identified locations where levels of environmental issues are high, we will carry out an audit of existing infrastructure - how many bins are there in the location, are they fit for purpose, clean and in good repair, are they emptied frequently, are they in the right location. In addition, to help responsible dog walkers who may have run out of bags, we will continue to support the current provision of 10 dog poo bag dispensing boards and will invest in an additional 10 boards for identified hot spot locations.

The Council will continue to support litter picking volunteers, through advice, providing kit and continuing the partnership working with our contractor, Biffa Waste Ltd, to pick up bags of collected litter.

5.3 Education

We will develop a suite of education resources, from social media campaigns and signage at hot spot locations, to highlighting the location of litter bins.

Collaboration with local volunteers and businesses will be fostered to share information and help further raise awareness of the issues and impacts of littering in our area.

We will continue to support schools and youth groups to carry out environmental projects that aim to improve their local area.

5.4 Engagement

Where the above methods are not resulting in a reduction of littering, dog fouling, or other behaviour detrimental to the local environmental quality, an engagement campaign will be developed.

Engagement will centre around speaking with residents, visitors and dog walkers, signposting to infrastructure available (bins and dog poo bag dispensing boards) and offering help where required.

5.5 Enforcement

We understand that even with the education and engagement in place, there will remain a small minority of people who will commit environmental crime. In these instances, Wirral Council will seek to carry out enforcement action, in line with the Council's Enforcement Policy, which is available to view, download or print by typing in this link:

<https://www.wirral.gov.uk/sites/default/files/all/environmental%20problems/Enforcement%20Policy%20-%202020.pdf>

The Enforcement Policy states, "We will seek to promote advice, guidance, and support to assist businesses and individuals to comply, but where it becomes necessary to take enforcement action, we will do so. Wirral Council will always choose an enforcement method that is relevant and proportionate to the offence or contravention."

6. Monitoring and Measuring Performance

Wirral Council Officers carry out regular monitoring of street cleansing for contract management purposes. In addition to this, we will carry out additional assessments where hot spot locations are brought to our attention, to monitor progress and the effectiveness of actions put in place at that location.

An annual review of the strategy will take place, assessing progress on each of the steps and reporting outcomes that have been achieved through the delivery of the strategy.

7. Conclusion

We know that the people of Wirral are passionate about our environment and want to work together to make it a clean and beautiful place to live, work and play. Together with Wirral's residents we are committed to creating an attractive local environment. This strategy sets out our joint approach to ensure all residents Love Wirral and to inspire more of them to participate in the management of their local environment.

8. References

HM Government Litter Strategy for England, April 2017 -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/630999/litter-strategy-for-england-2017-v2.pdf#:~:text=The%20common%20aim%20of%20all%20the%20actions%20in,to%20put%20their%20rubbish%20in%20the%20right%20bins.

WRAP 'Binrastructure2 – The Right Bin in the Right Place -

<https://wrap.org.uk/resources/report/binrastructure-right-bin-right-place>

Litter in England, The Local Environmental Quality Survey Of England 2017/18 -

https://www.keepbritaintidy.org/sites/default/files/resource/National%20Litter%20Survey%20201718_0.pdf

The Residents Survey of 2017, Ipsos Mori -

<https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Wirral%20Residents%20survey%20results%202017.pdf>

Case Study

The Rise of the Wirral Wombles during COVID-19 Pandemic

During lockdowns, an increased number of COVID-19 cases caused staff shortages across workforces due to illness or isolation. Wirral Council's waste collection and street cleansing contractor, Biffa, was no exception and had to prioritise their services. As a result, Wirral Council relied heavily on volunteers, who helped to keep the borough clean and tidy. One such group is the Wirral Wombles:

Wirral Wombles

This is a group of like-minded people who come together to inspire and support each other to make the Wirral an even better place to be. Anyone can be a 'womble' – all they have to do is pledge to pick up a couple of pieces of litter when they're out and about. Their Facebook group boasts more than 2,700 members, who post photos

regularly of their own litter picks, which can range from one or two items to three or four bin-bags full. Since the inception of the Wirral Wombles in January 2021, they have collected at least 24 tonnes of litter across the borough (this is the estimated tonnage of collected litter reported – there will likely be more that has not been recorded).

The Wombles say: "Wirral Wombles all began because we just wanted to get like-minded people who love and appreciate our wonderful Wirral peninsula together. It's been fantastic to find so many wonderful people, some who were already active as litter pickers and others who have been inspired by the group. We love the idea of keeping your patch clean and giving the Wirral the love it deserves."

Below is a photo of a stone, with a smiley face and writing on it that says "Thank you for keeping this beach clean! Enjoy!"





ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Wednesday 20 October 2021

REPORT TITLE:	THE WIRRAL PLAN 2021-2026 DRAFT DELIVERY PLANS
REPORT OF:	CHIEF EXECUTIVE

REPORT SUMMARY

This report presents The Wirral Plan 2021-26 Draft Delivery Plans. The Plans were approved at Council on 6th September 2021, together with the recommendation that engagement and discussion with relevant Committees would take place to further shape the underpinning delivery plans and work programmes required to implement the Wirral Plan.

For completeness, a full set of the draft Delivery Plans is attached in Appendix 1. Members of the Committee are asked to comment on the specific thematic priorities that fall within the remit of this Committee.

RECOMMENDATION/S

Environment Climate Emergency and Transport Committee is recommended to:

Consider and comment on the draft Delivery Plans, as they relate to Environment Climate Emergency and Transport Committee set out in Appendix 1 to this report;

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The Wirral Plan is a key policy document for the Borough, and drives the high level priorities, ambition, and key deliverables for the organisation. The Plan reflects what people have told us is important to them and will be used to help all staff understand their role in helping to deliver our corporate priorities.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Wirral Plan is a key policy document and is vital for the Council's planning and development in the coming years. Council on 6th September 2021 referred the draft Delivery Plans to Committees for further consideration, hence the report. The Delivery Plans have been developed through engagement and feedback to agree the proposed priorities. Other options could have been to omit these priorities but then the Delivery Plans would not reflect what is seen as important.

3.0 BACKGROUND INFORMATION

- 3.1 The Wirral Plan provides the policy framework for Council activity in the coming year. Underpinning the Wirral Plan are a suite of draft Delivery Plans which have been developed to set out in-year actions as well some medium-term aims. Delivery Plans will need to align with the achievement of in-year budget efficiencies, be cognisant of budget planning for 2022/23 and the Council's emerging Change Programme.
- 3.2 Council on 6th September agreed that further consideration of the draft Delivery Plans would take place with relevant Committees to further shape the Delivery Plans and work programmes required to implement the Wirral Plan.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Wirral Plan is designed to align with and inform the budget setting process for the next five years.

5.0 LEGAL IMPLICATIONS

- 5.1 Legal implications relating to the actions set out in the Wirral Plan will be addressed by directorates as appropriate.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The Wirral Plan is a key strategic document to determine Council business planning and delivery resources.

7.0 RELEVANT RISKS

- 7.1 The Corporate Risk Register is being refreshed in line with the new Wirral Plan to ensure that any risks to delivery are understood and mitigating actions are put in place as appropriate.

8.0 ENGAGEMENT/CONSULTATION

The Wirral Plan reflects what people have told us is important. Ongoing engagement will continue with staff, residents, businesses and partners as part of a collaborative approach to implementing the Plan.

9.0 EQUALITY IMPLICATIONS

9.1 The fundamental purpose and core of the Wirral Plan is to tackle inequalities and improve equity for all our residents. It will address the existing socio-economic and health inequalities in the Borough, to do things differently and make a fairer, more inclusive Wirral. Equality Impact Assessments will be carried out as the priorities within the Plan are implemented.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The Wirral Plan reflects the Council's strong commitment to improve the environment, with clear actions to address environment and climate emergency.

11.0 COMMUNITY WEALTH BUILDING IMPLICATIONS

11.1 Wirral has some stark economic, social and health inequalities. The Wirral Plan is committed to addressing this – by shaping an economy that benefits all of our residents and one which keeps money within Wirral; a prosperous, inclusive economy where local people can get good jobs and achieve their aspirations. With Community Wealth Building at its heart, the Wirral Plan sets out how to tackle this and makes a major contribution to improving the economic, social and health outcomes of the borough.

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APPENDIX

Appendix 1: The Wirral Draft Delivery Plans

BACKGROUND PAPERS

The Wirral Plan 2021-2026

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Council	14 th October 2019
Policy and Resources Committee	28 th July 2021
Council	6 th September 2021

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A THRIVING AND INCLUSIVE ECONOMY, CREATING JOBS AND OPPORTUNITIES FOR ALL.

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	Summary	Projects & Initiatives	What we will deliver this year	Timescales	Delivery	How we will demonstrate progress
1. Local Plan	Delivering the Local Plan and addressing Housing needs.	<ul style="list-style-type: none"> Local Plan Affordable Homes 	Publish the Reg 19 for consultation	Autumn 21	Led by the Regeneration and Place Directorate.	<ul style="list-style-type: none"> Reg 19 published Local Plan published Housing schemes in pre-app/in planning/ consented/in construction. Annual monitoring report to ensure 5-year housing land supply on track
			Submit Local Plan for Examination	Winter 21		
			Establish 5 Year Housing Supply	Autumn 21		
2. Economic Strategy	Ensuring the council plays an active and effective role alongside all partners to shape and achieve “good growth” for Wirral; creating great places for people to live, work, learn and enjoy.	<ul style="list-style-type: none"> Delivery of Economic Strategy 2026 Town Centres/High Streets Employment & Skills Business Support & Inward Investment Social Regeneration & Community Wealth 	Consult and finalise the Economic Strategy 2026.	Autumn	Partnership working between the Council, Wirral Chamber of Commerce, and the Liverpool City Region.	<ul style="list-style-type: none"> Publish the Economic Strategy 2026 Secure New Contract for Wirral Business Support Service No. of business supported. Value of support (£s) Kickstart placements available and filled. Number engaged in the Ways to Work Programme and number of positive outcomes achieved. <p>Note: Measures will be reviewed on completion of the Economic Strategy.</p>
			Ensure continuous delivery of a Wirral Business Support Service.	September 2021		
			Support business resilience through the provision of strategic financial support	Ongoing		
			Deliver the Kickstart scheme to create 6-month work placements aimed at those aged 16 to 24 on Universal Credit and at risk of long-term unemployment.	Jan 2022		
			Deliver the Ways to Work Programme to support residents to access employment opportunities.	June 2023		
			Review at finalisation of Economic Strategy point to provide a catch all for other prime and/or new ES projects activities.	October 2021		
3. Birkenhead 2040 Framework	Ensuring the Council accesses and secures a range of funding streams to deliver	<ul style="list-style-type: none"> Town Centre Commercial Business District Hind Street Green Corridor Wirral Waters 	Approve Birkenhead 2040 and its supporting area-based Neighbourhood Frameworks.	TBA	Regeneration and Place Directorate are leading, collaboration partnership with site owners and developers.	<ul style="list-style-type: none"> Adoption of Final Framework Funding secured from public/private sources. schemes in pre-app/ in planning/ consented/in construction

	projects for Birkenhead's regeneration.		Develop business cases to secure funding through Town Deal in Birkenhead.			SMART measure to be included on adoption of WP
			Deliver the Future High Streets Programme in Birkenhead and New Ferry.			
4. Regeneration Enabling Strategies	Strategies that enable the delivery of regeneration ambitions	<ul style="list-style-type: none"> • Culture • Heritage • New Homes • Low Carbon • Visitor Economy 	Develop a Wirral Culture and Heritage Strategy to enhance and promote our heritage offer and explore ways to embed cultural/visitor economy opportunities into our regeneration programme	Summer 2021	Regeneration & Place Directorate in partnership with LCR and partners locally.	<ul style="list-style-type: none"> • Published Wirral Culture and Heritage Strategy (delivery measures to be reviewed on completion of strategy) • New district heating infrastructure – Stage's TBC • Publication of Design Guide • Increase in number and size of Wirral business conferences. • Increased overnight and day visitor numbers to Wirral, from April 2022.
			Work with strategic partners to secure funding to improve the energy efficiency of buildings	Ongoing		
			Develop design codes for key regeneration areas, to ensure that all new development is of a consistently high design standard	Ongoing		
			New homes with low carbon/net zero targets planned or in construction	Ongoing		
			Visitor Economy Actions: In partnership with LCR, develop a business conferencing strategy, and Funded Destination Marketing plan	October 2021/ January 2022		
5. Housing	Increase affordable housing provision within the Borough through enabling and partnerships	<ul style="list-style-type: none"> • Affordable Housing and Shared Ownership Programme • Planning Policy 	In 2021/22 700 units to commence on site works with 400 units to be completed	Regeneration and Place in collaboration with Registered Partners	March 2022	<ul style="list-style-type: none"> • Affordable Housing and Shared Ownership Programme • Planning Policy
	Prevent and Relieve Homelessness and Reduce numbers of rough sleepers	<ul style="list-style-type: none"> • Homelessness Strategy and Rough Sleeping Action Plan • Move On Accommodation Plan 	Deliver Wirral's agreed Move On Plan with MCHLG for those people who were accommodated into emergency temporary accommodation during the pandemic - Reduction to zero of those living in temporary accommodation during the lockdown period	Regeneration and Place Directorate in collaboration with partners	December 2021	<ul style="list-style-type: none"> • Homelessness Strategy and Rough Sleeping Action Plan • Move On Accommodation Plan

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ACTIVE AND HEALTHY LIVES FOR ALL, WITH THE RIGHT CARE, AT THE RIGHT TIME TO ENABLE RESIDENTS TO LIVE LONGER AND HEALTHIER LIVES.

	Summary	Projects & Initiatives	What we will deliver this year	Timescales	Delivery	How we will demonstrate progress
1. Covid Outbreak Prevention and Management	Covid Outbreak Prevention and Management – Informing the Wirral for ‘living with Covid’	<ul style="list-style-type: none"> Outbreak Management Plan 	Lead the strategic and operational Outbreak Management Plan and adapt/respond to Government guidance.	Ongoing	Outbreak Management Board	<ul style="list-style-type: none"> Wirral Plan 2025 refresh is set in the context of living with Covid. Enquiries are answered.
			Inform the refresh of the Wirral Plan 2025 for ‘living with Covid’.	Early 2021		
2. Healthy Wirral Key Improvement Programme and drive forward the Health Inequalities Strategy	Tackling health inequalities and improving life chances through...	<ul style="list-style-type: none"> Health Inequalities Strategy Leisure Strategy Prevention Programme 	Launch the Health Inequalities Strategy	April 2021	Health and Wellbeing Board	<ul style="list-style-type: none"> Reduced health inequalities and a range of ‘health’ measures (TBC) Savings / efficiencies Customer / Resident feedback and insight
			Build the ‘early help’ offer to support vulnerable families and communities.	April 2021	Children’s Partnership Board to lead this work with a range of directorates and partners	
3. Delivery of 5 core projects	Supporting people to live fulfilling lives and have good mental health and emotional wellbeing whilst reducing the cost of care by having better conversations and promoting independence.	<ul style="list-style-type: none"> New adult social care model (Three conversations) Smarter homes, assistive technology and extracare housing. Out of hospital pathways review Online Care and Financial Assessment. Wirral Evolutions review 	1. Care and Support Review-to trial new ways of working with people to provide a more personalised response.	April 2022	Working with Partners For Change	<ul style="list-style-type: none"> Greater independence evidenced by reduced cost of care and reduced residential placements, increased community support. Reduction in care charge arrears (PFU) Increased responsiveness to care enquiries in innovation sites. Positive feedback from service users Improved performance in supporting people home from hospital. Increased number of people living in extracare housing.
			2. Assistive Technology Plan-implement a range of technology and digital options to assist people to remain healthy and independent. An increased range of extracare housing.	By April 2022	Partnership with NHS Community Trust	
			3. Review and improve the support offer to people at risk of needing hospital care or who are being discharged from hospital.	Nov 2021	Partnership with NHS Cheshire and Wirral Partnership	
			4. Online Care and Financial Self-Assessments- to encourage more people to adopt the online service offer.	April 2022	Partnership with Wirral CCG	
			5. To work with Wirral Evolutions on an implementation plan for service development.	April 2022	Delivered through the Change Programme.	

WIRRAL THEME DELIVERY PLAN – BRIGHTER FUTURES

LEAD COMMITTEE

CHILDREN, FAMILIES AND EDUCATION
COMMITTEE

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BRIGHTER FUTURES FOR ALL REGARDLESS OF THEIR BACKGROUND.

	Summary	Projects & Initiatives	What we will deliver this year	Timescales	Delivery	How we will demonstrate progress
1. Transformational Partnership Accommodation Programme	Significantly improving the residential offer for children looked after and care leavers to improve outcomes.	<ul style="list-style-type: none"> Partnership Accommodation Programme Residential homes Care Leavers Hub 'My Space' 	Establish a 6-bedded residential home as part of an extension of the Willowtree Short break service for Children Looked After with disabilities.	August/September 2021	Children's Services in partnership with - directorate with Finance, Major Projects, HR and Assets Delivered through the Change Programme.	<ul style="list-style-type: none"> Reduced demand/cost – e.g., looked after children Improved OFSTED rating. Increase in 'in-borough' placements. Reduction in children admission to Tier 4 mental health provision Improved emotional wellbeing and support for Care Leavers.
			Launch the My Space Care Leaver Hub creating a new and dynamic accessible space for Care Leavers, with access to drop in help and services as and when they need it	October 2021		
			Acquire property through NHS England funding to develop a new three bedded specialist service to support and prevent children going into Tier 4 mental health provision	September 2021		
2. Prevention and Early Intervention Programmes	Ensuring all children and families in the borough receive the right help at the right time to enable them and their families to develop resilience to face future life challenges independently.	<ul style="list-style-type: none"> Prevention Framework and Breaking the Cycle programme Early Help Model Youth Offer 	Council adoption of the Prevention Framework and establishment of the Breaking the Cycle programme, encapsulating 8 core projects including: PAUSE, Cradle to Career, DRIVE with outcomes	June 2021 (Council adoption) 3-year programme to 2023	Children's Services in partnership with Adult's Services and wider corporate partners. Delivered through the Change Programme.	<ul style="list-style-type: none"> Improved outcomes for children and families. Reduced demand/cost Reduction in prevalence of domestic abuse Improved co-ordination and collaboration in tackling perpetrators Reduction in Section 47 enquiries (Child Protection) Prevention of children becoming looked after
			Implement the Youth Offer redesign in line with the neighbourhood model to ensure equity of access for all children and young people	January 2022		
			Continue to deliver the new early help model through the design of a new self-help digital tool for families.	April 2022		
			Feasibility study on delivering a neighbourhood/place-based model work continuously with health, adults, schools to maximise effectiveness.	December 2021		
3. School Improvement & Sufficiency Strategy	Ensuring that our education provision and offer is fit for purpose, inclusive and enables children to achieve their full potential	<ul style="list-style-type: none"> School's review SEND Strategy Pathways - children to adult's services Apprenticeships Strategy Three conversations approach 	Complete Phase 1 of the Pupil Place Planning Strategy focussed on Birkenhead to address demand and surplus of school places where this is required.	June 2022	Children's Services in partnership with Assets and wider corporate partners. Some elements will be delivered through the Change	<ul style="list-style-type: none"> Improved educational attainment. Improved outcomes for children with SEND, including increased participation in employment, reduced school exclusions, increase in number of children attending mainstream settings and increased participation in
			School Improvement Strategy to raise aspirations and improve outcomes for all Wirral children by creating a culture of high support and high challenge.	September 2021		

			<p>SEND Inclusion review to look at the ways in which we can maximise the long-term life chances of children with SEND through understanding how they can better be included in local schooling to maximise opportunities and life chances.</p>	<p>September 2021</p>	<p>Programme.</p>	<p>education.</p> <ul style="list-style-type: none"> • Increase in children’s needs met at an earlier stage. Improve the percentage of education, health and care plans (EHCP) that are completed within the statutory timeline of 20 weeks.
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A CLEAN-ENERGY, SUSTAINABLE BOROUGH, LEADING THE WAY IN TACKLING THE ENVIRONMENT CRISIS.

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	Summary	Projects & Initiatives	What we will deliver this year	Timescales	Delivery	How we will demonstrate progress
1. Drive forward the Climate Emergency agenda	Working for a sustainable environment that leads the way in its response to the environment and climate emergency and is environmentally friendly.	<ul style="list-style-type: none"> Cool Wirral2 Climate Change Strategy Environment & Climate Emergency Policy and Action Plan Tree, Woodland and Hedgerow Strategy 	Plant and establish over 21,000 trees. Delivery of the Pollinators Plan Establish an action plan for the Blue and Green Infrastructure Strategy	During 2021 - 2022	Cool Wirral Partnership Climate Emergency Team	<ul style="list-style-type: none"> Reduced CO2 from Council operations
			Secure green sustainable energy for the Council's energy requirements.	During 2021 - 2022	Environment & Climate Emergency Action Group	
			Re-establish the Council's carbon budget and reporting process.	During 2021 - 2022	Delivered through the Change Programme.	
2. Implementation of major capital infrastructure investment which supports Wirral's Highways & Infrastructure (cross-cutting with Safe & Pleasant Communities)	Ensure Wirral's infrastructure is sustainable for the future.	<ul style="list-style-type: none"> Highways Asset Management Strategy & Policy Lifecycle Programmes Street Light Policy Tree Woodland and Hedgerow Strategy Invest to Save Programme Deliver the commitments of the Environment & Climate Emergency Policy 	Progress the major LED replacement scheme which will have replaced an additional 26,000 Street Lights with LEDs and around 9,200 lighting columns.	Throughout 2021 – Work to be completed by early 2022	Neighbourhood and Delivery Directorate	<ul style="list-style-type: none"> Number of LED streetlight replacements in Wirral by 2022. Reduction of costs and savings - energy costs and carbon tax when the streetlight upgrade is completed. Number of trees planted and established per year. Number of trees felled for safety purposes. Carbon off set from sequestration. Council's carbon budget Number of Council members and officers trained to gain carbon literacy
			Tree Woodland & Hedgerow Strategy delivery, planting 21,000 trees per year over the next 10 years. Since March 2020 over 24,000 trees have been planted, exceeding the first-year target.	Ongoing throughout the next 10-year tree planting programme, annual target of planting 21,000 trees.		
			Establishment of the Council's environment and climate emergency action plan, driven by an action group of senior officers.			
			Gain carbon literacy organisation status. Delivery of the Highways Asset Management strategy and lifecycle programmes	Throughout 2021/2022		
3. Safer, Sustainable Transport	Embedding active travel solutions and local cycling and walking	Active Travel	Support the LCRCA to develop the business case for the Local Cycling and Walking Infrastructure Plan (LCWIP), segregated strategic cycle route between New Brighton to Birkenhead	March 2023	Neighbourhoods and Regeneration & Place team working with LCR.	<ul style="list-style-type: none"> Approval of Business Case by LCRCA Publication of Active Travel Strategy (delivery measures to be

	infrastructure across all of Wirral		Deliver an Active Travel Strategy	December 2021		reviewed on completion of strategy). <ul style="list-style-type: none"> • Increase in volume of cycle journeys. • Increase in sustainable journeys to school. • Continuing reduction in Road Traffic Collisions
			Delivery of a strategic cycle route from Leasowe to Seacombe Ferry	December 2022		
			Implementation of 6 'School Streets' Projects	March 2022		
			Deliver new Road Safety Action Plan	March 2022		

WIRRAL THEME DELIVERY PLAN 2021 – SAFE & PLEASANT COMMUNITIES

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SAFE AND PLEASANT COMMUNITIES THAT OUR RESIDENTS ARE PROUD OF.

	Summary	Projects & Initiatives	What we will deliver this year	Timescales	Delivery	How we will demonstrate progress
1. Domestic Abuse Strategy (ADULTS COMMITTEE)	Ensure the right support at the right time and improving outcomes for the most vulnerable by breaking the cycles of poverty and harm through taking a preventative approach.	<ul style="list-style-type: none"> Domestic Abuse Prevention programme Three conversations approach. 	Invest in large-scale workforce training on trauma informed practice.		Adults and Children's Services in partnership with Community Safety Partnership and wider stakeholders	<ul style="list-style-type: none"> Reduced cost / demand on a range of Council services – efficiencies. Domestic abuse: Reduction in cases and re-offending, increased reporting, feedback from survivors.
			Engage with underrepresented groups, such as elderly, LGBTQ, pregnant women, people with learning difficulties and disabilities and people living in more affluent areas, to understand how they are affected by domestic abuse.			
			Begin longer-term media campaigns and engagement with the Criminal Justice System and Family Courts.			
2. Community and Leisure strategies	Creating a sustainable model for the delivery of leisure and cultural services in Wirral which celebrate the best of Wirral's assets, environments, and communities. Libraries will become community hubs for learning and family support.	<ul style="list-style-type: none"> Sports & Physical Activity Strategy 	Implement the Sport and Physical Activity Strategy	Within the next 12mths	Neighbourhood Services Directorate	<ul style="list-style-type: none"> Improved public health outcomes in areas of need. More integrated services delivered locally. Increase participation in sport and physical activity among Wirral residents. Support reading attainment in areas of identified need Increase in uptake of library online services. Increase in community usage of libraries by local cultural groups. Increase in activities and events that have a health and wellbeing focus in areas of identified need.
			To provide our residents and stakeholders with outstanding connected, accessible and affordable services through the right blend of facilities, outreach and prevention and intervention activities that make physical and mental health, lifelong learning and cultural enrichment part of everyone's everyday lives.			
	Neighbourhoods model	<ul style="list-style-type: none"> Neighbourhood model, workforce modernisation programme 	Workforce modelling to support a resident and member first approach to dealing with enquiries and pro-actively deal with issues efficiently.	Throughout 2021/22		<ul style="list-style-type: none"> Ensure members and residents are at the heart of delivery of our services.

						<ul style="list-style-type: none"> Improved access channels for reporting and resolution of customer enquiries.
	Wirral Museums Service will contribute to the regeneration of Birkenhead, help improve mental health & wellbeing and celebrate local artists	<ul style="list-style-type: none"> Town Deal initiative at Birkenhead Priory Historic Documentation digitisation project Exhibition & Events Programme 	<p>Commission new visitor facilities at for Birkenhead Priory</p> <p>Go live with the first phase of an online, searchable database of Wirral's art and museum collections.</p> <p>Deliver a series of events that support business development and access to funder for creatives and creative industries in Wirral.</p> <p>Show the work of local artists and crafts people past and present.</p>	Throughout 2021/2022		<ul style="list-style-type: none"> Wirral Museums will help improve mental health & wellbeing. Help drive local economy and support local artist to become economically active. Online access to collections
3. Community Safety Strategy	The overarching aim of the Community Safety Strategy is to build safer, stronger, more resilient communities in Wirral and reduce the fear of crime.	<ul style="list-style-type: none"> Launch co-produced community safety strategy. 10 Strategic themes Use of CCTV cameras to tackle crime and provide community reassurance 	Invest in new CCTV Control room and comprehensive upgrade of public realm CCTV network	All to be delivered by 31 March 2022.	Community Safety Team and Neighbourhood Engagement along with all partners of the Safer Wirral Partnership Board.	<ul style="list-style-type: none"> Nos of crimes detected through use of CCTV Reduced number of emergency calls for water/coastal rescue. Nos of citizens signed up to Flood Watch.
			Design and Co-produce Coastal and Inland Water Safety Plan (Drowning Prevention Strategy)			
			Build on Resilient Communities project by working with our communities to ensure they are prepared for emergencies.			

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

WEDNESDAY, 20 OCTOBER 2021

REPORT TITLE:	ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT PERFORMANCE REPORT
REPORT OF:	DIRECTOR OF NEIGHBOURHOODS

REPORT SUMMARY

This report provides a performance report in relation to Environment and Climate Emergency, and Highways and Infrastructure. The report was designed based on discussion with Members through working group activity in 2021. Members requests have been incorporated into the report presented at this committee meeting.

This matter affects all Wards within the Borough.

This is not a key decision.

RECOMMENDATION

The Environment, Climate Emergency and Transport Committee is recommended to note the content of the reports and highlight any areas of performance requiring further clarification or action.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 To ensure Members of the Environment, Climate Emergency and Transport Committee have the opportunity to monitor the performance of the council and partners in relation to Environment and Climate Emergency, Highways, and Infrastructure.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 There are other ways of presenting this report, however, as this report has been developed in line with Member's requirements, there are no other options to be considered.

3.0 BACKGROUND INFORMATION

- 3.1 Regular monitoring of performance will ensure public oversight and enable Members to make informed decisions in a timely manner. The performance dashboard has been developed in line with Member requests and covers a wide range of service areas and resource deployment. The dashboard and the metrics set out within it will be further developed over time and will have clear linkage to Council strategies.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications directly arising from this report.

5.0 LEGAL IMPLICATIONS

- 5.1 There are no legal implications directly arising from this report.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are none arising from this report.

7.0 RELEVANT RISKS

- 7.1 The Highways and Infrastructure service risk register was reviewed in September 2021 and key risks are included in the Neighbourhoods directorate level risk register which links to the Corporate Risk Register. There are no further specific risk implications relating to this report, which is a general performance position update.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Neighbourhood services carry out a range of consultation and engagement with service users and residents to work to optimise service delivery and outcomes for residents.

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 is no impact for equality implications arising directly from this report. This report has no direct implications for equalities and no assessment has been prepared.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The performance report and the dashboard facility will be a significant support to Committee's scrutiny of the progress being made against the Council's Environment & Climate Emergency Policy and the Cool Wirral Climate Change Strategy.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 There are a number of social value implications, outlined in the performance report, including tree planting, waste collection, LED lighting, and CO2 reduction, which all contribute towards the Council's Environment & Climate Emergency agenda.

REPORT AUTHORS: **Simon Fox**

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Mike Cockburn

Interim Assistant Director – Parks & Environment

Email: mikecockburn@wirral.gov.uk

APPENDICES

Appendix 1: Environment, Climate Emergency and Transport Committee Performance Report

BACKGROUND PAPERS

Data sources including 'Symology,' Oracle and bespoke service-specific asset systems.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
None	N/A

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Environment, Climate Emergency and Transport Committee

Performance Report

20 October 2021

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When measuring and reporting on greenhouse gas or carbon emissions, people talk about Scopes 1, 2, 3

Scope 1 is direct greenhouse gas emissions from sources owned or controlled by the organisation, for example emissions burning directly in boilers and vehicles. Organisations have direct control over these emissions.

Scope 2 accounts for emissions of purchased electricity consumed by the organisation. Organisations can impact their Scope 2 emissions by using less power and choosing to purchase clean energy rather than from fossil fuel sources.

Scope 3 includes indirect emissions from wider supply chains (often reaching international jurisdictions), emissions from the use of local authority services, contracted out services and investments. Councils will have a strong influence over some of these emissions (eg contracted out services and investments) and less over others.

Emissions Type	Scope	Emissions (tCO2e) 2019-20 Baseline	Emissions (tCO2e) 2020-21	2020-21 Percentage of Total	Percentage Change since Baseline
Total Emissions	All Scopes	13656	9424.39		-31%
Heating	Scope 1 (direct emissions)	5994.67	4367.77	44%	-27%
Electricity	Scope 2 (energy indirect)	5924.4	4159.65	43%	-30%
Transmission & Distribution Losses	Scope 3 (other indirect)	502.97	357.77	4%	-29%
Authority's Fleet	Scope 1 (direct emissions)	599.99	268.32	4%	-55%
Staff Travel	Scope 3 (other indirect)	482.03	156.38	4%	-68%
Water	Scope 3 (other indirect)	151.94	114.5	1%	-25%

Scope 1 (direct emissions)

Heating

4,368

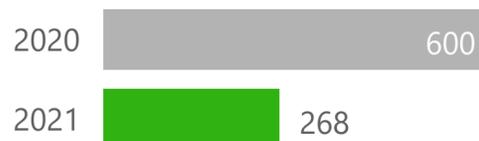
Baseline: 5,995 (-27%)



Authority's Fleet

268

Baseline: 600 (-55%)



Scope 2 (energy indirect)

Electricity

4,160

Baseline: 5,924 (-30%)

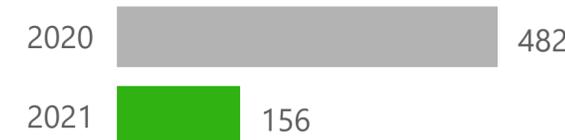


Scope 3 (other indirect)

Staff Travel

156

Baseline: 482 (-68%)



Transmission & Distribution

358

Baseline: 503 (-29%)



Water

115

Baseline: 152 (-24%)



All Scopes

All Scopes

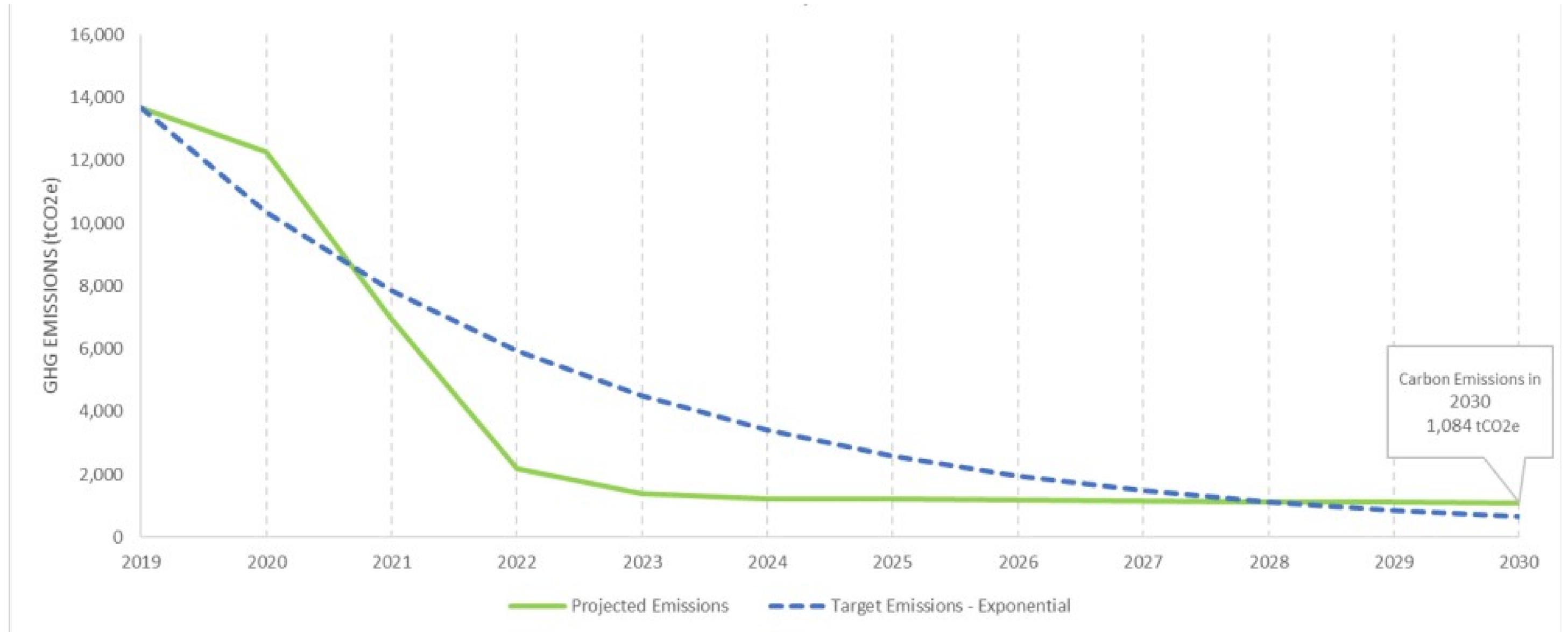
9,424

Baseline: 13,656 (-31%)



**This is annual data.
Next update summer 2022**

Trajectory reflects what COULD be possible if everyone delivers on the Climate Emergency Action Plan by 2022



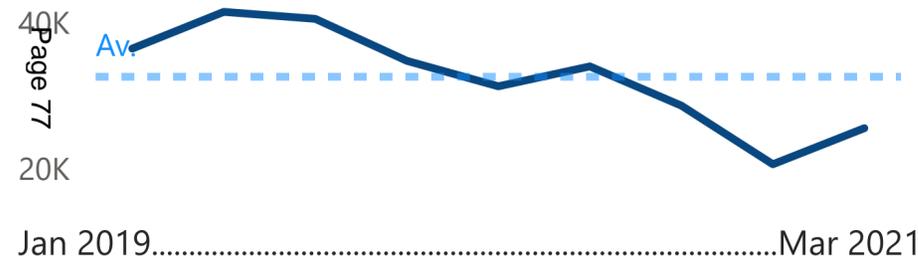
Work will be undertaken to show the impact on Council's ambition on trajectory to reach net zero emissions by 2030

Latest Available Date Q4 (Jan-Mar) 2021

Water (cubic metres)

25,564

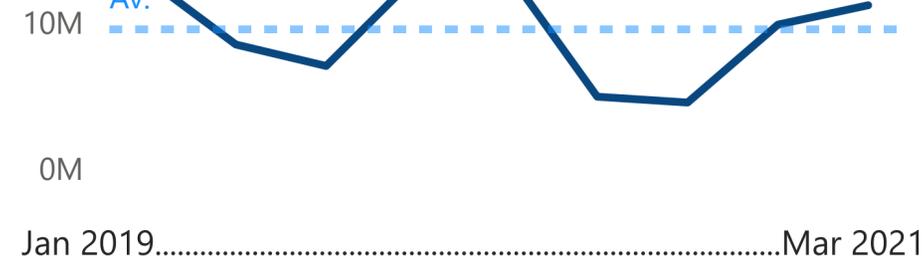
Q4 2019-20: 31,294 (-18%)



Gas & Electricity (kWh)

11,198,744

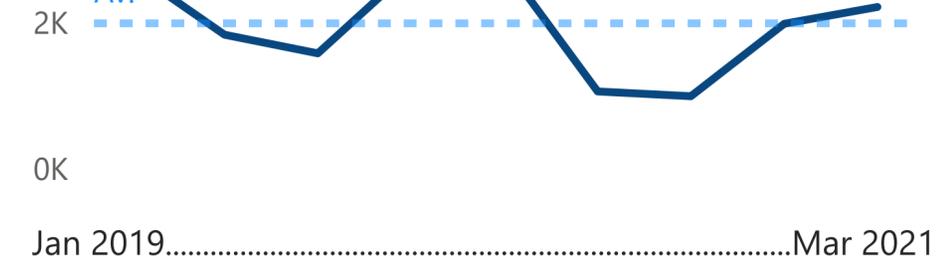
Q4 2019-20: 13,538,478 (-17%)



Gas, Electricity & Water (Tonnes CO2e)

2,216

Q4 2019-20: 2,794 (-21%)

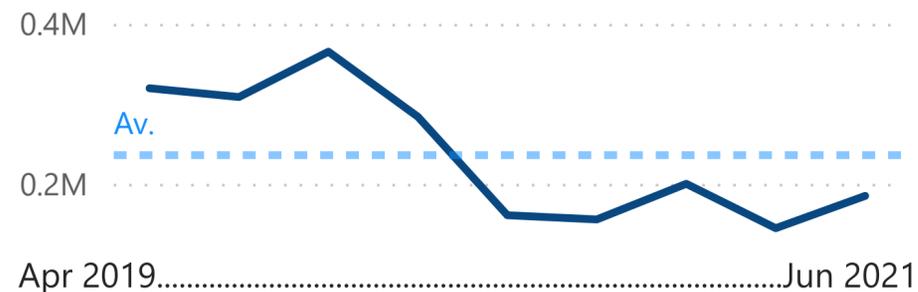


Latest Date Q1 (Apr-Jun) 2021

Business Mileage

184,949

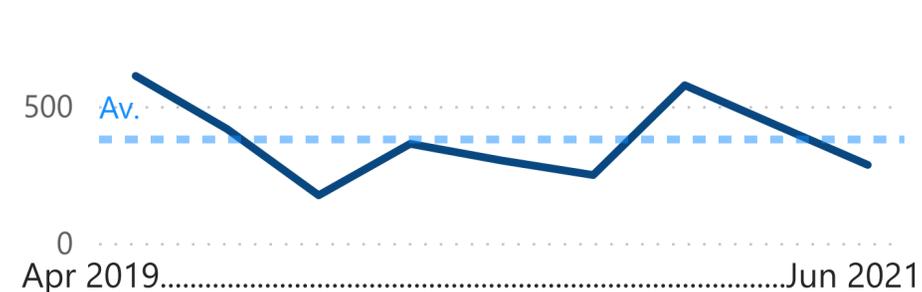
Q1 2020-21: 160,752 (+15%)



Business Mileage - Schools

285

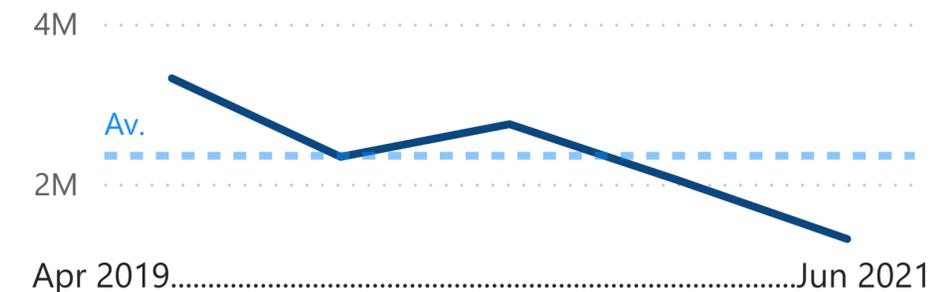
Q1 2020-21: 301 (-5%)



Fleet Vehicle Mileage

1,310,278

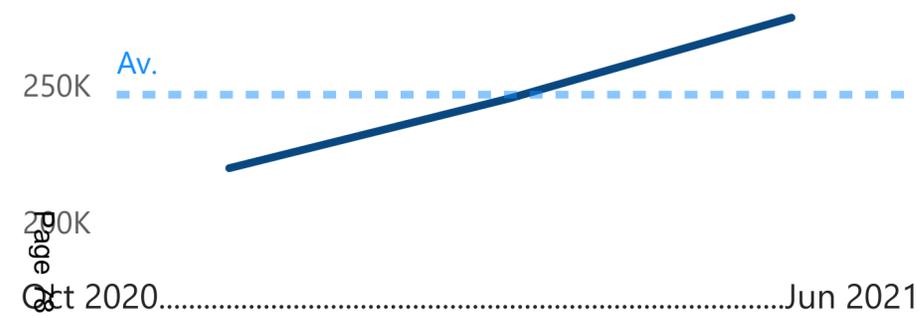
Q1 2020-21: 3,319,761 (-61%)



Latest Date Q1 (Apr-Jun) 2021 ACTIVITY

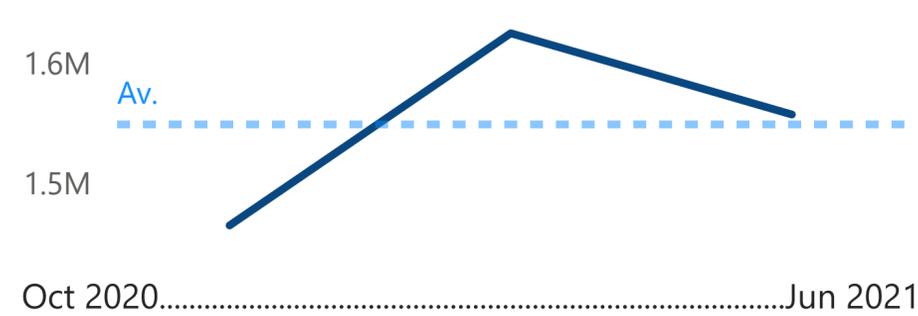
MS Teams Calls Participation (Activity)

274,740
Q4 2020-21: 245,341 (+12%)



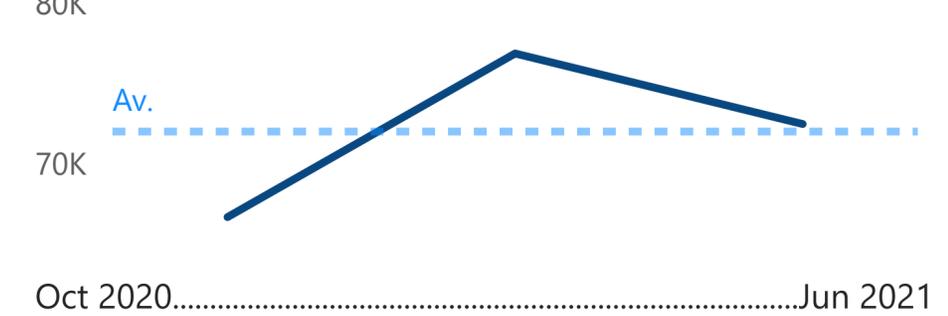
MS Teams Chat Messages (Activity)

1,557,262
Q4 2020-21: 1,624,991 (-4%)



MS Teams Meeting Participation (Activity)

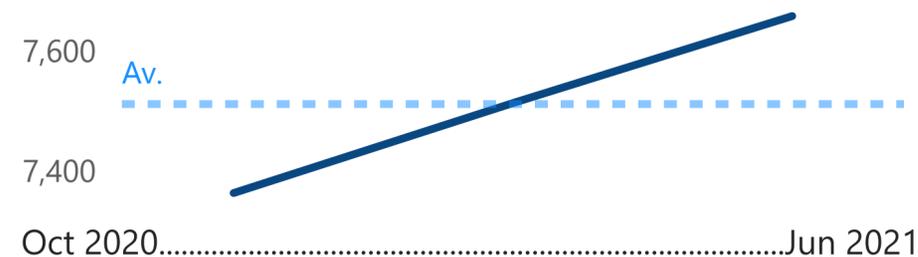
72,450
Q4 2020-21: 76,860 (-6%)



Latest Date Q1 (Apr-Jun) 2021 USERS

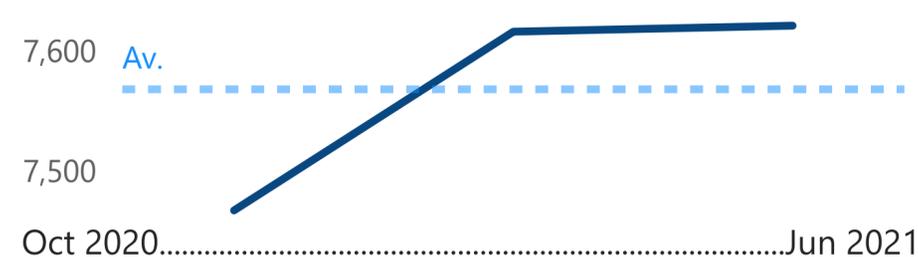
MS Teams Calls Participation (Users)

7,658
Q4 2020-21: 7,513 (+2%)



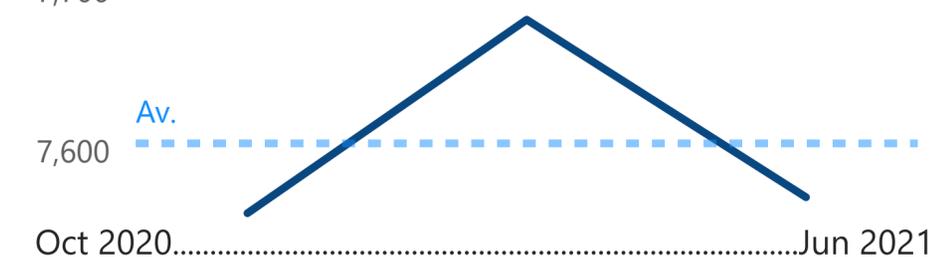
MS Teams Chat Messages (Users)

7,621
Q4 2020-21: 7,616 (+0%)



MS Teams Meeting Participation (Users)

7,571
Q4 2020-21: 7,682 (-1%)



Data combines UK's Greenhouse Gas Inventory with data from a number of other sources, including local energy consumption statistics. They show "territorial" emissions, meaning they occur within the Borough of Wirral's borders.

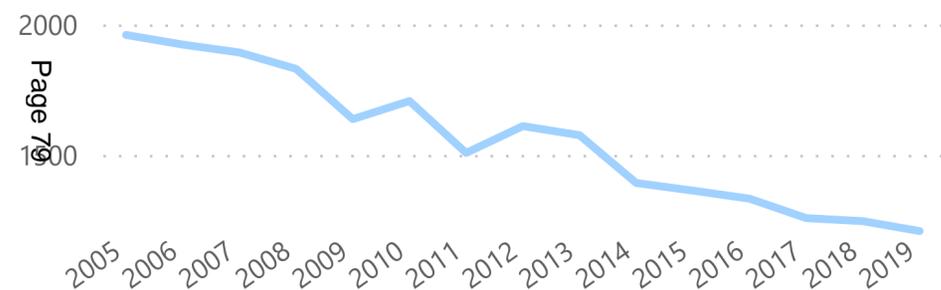
Data shows emissions allocated on an "end-user" basis where emissions are distributed according to the point of energy consumption.

2019 Data compared to previous years

Wirral CO₂ emissions estimates (kt CO₂)

4220.0

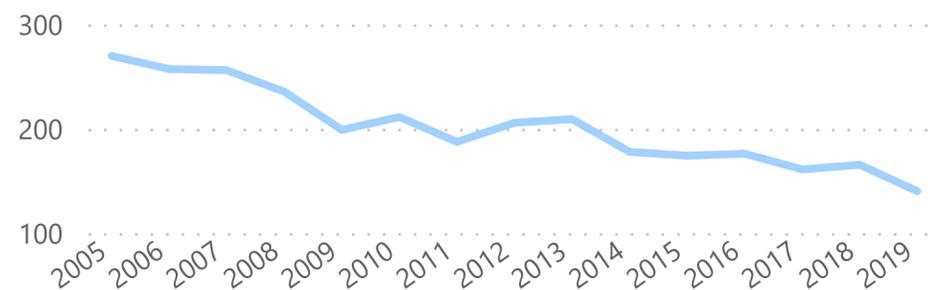
2018: 4333.4 (-2.6%)



Industry CO₂ emissions estimates (kt CO₂)

140.2

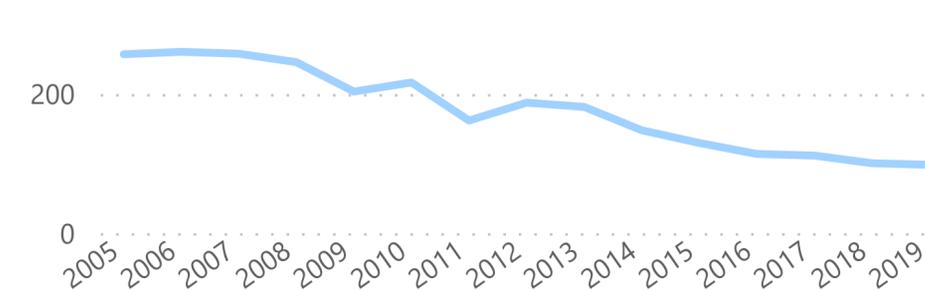
2018: 165.5 (-15.3%)



Commercial CO₂ emissions estimates (kt CO₂)

98.2

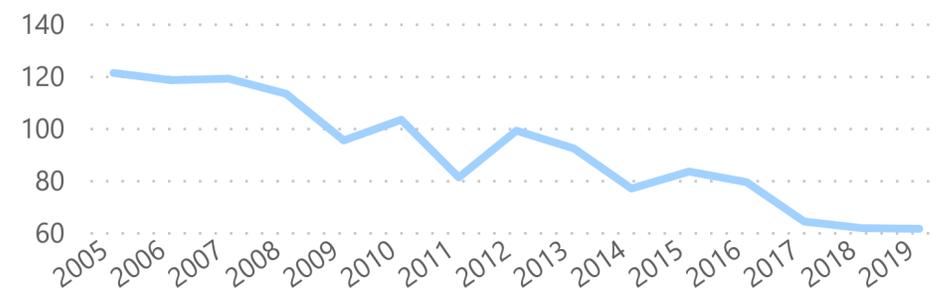
2018: 100.5 (-2.2%)



Public Sector CO₂ emissions estimates (kt CO₂)

61.3

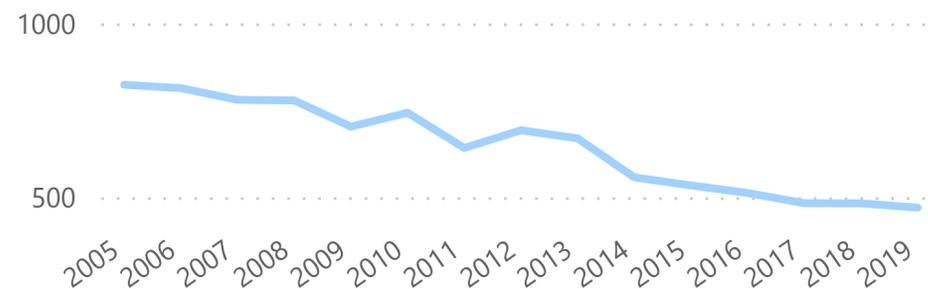
2018: 61.5 (-0.4%)



Domestic CO₂ emissions estimates (kt CO₂)

470.4

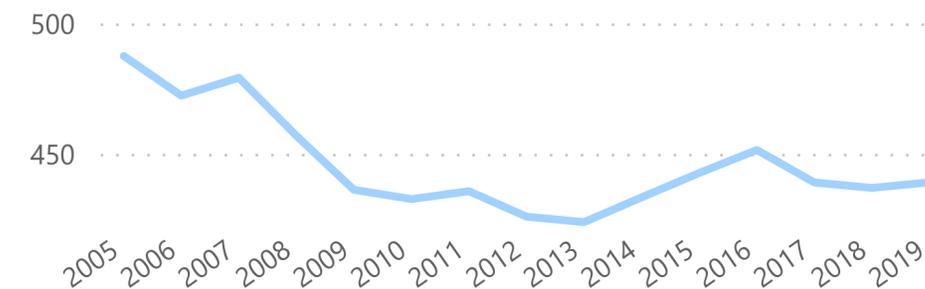
2018: 482.5 (-2.5%)



Transport CO₂ emissions estimates (kt CO₂)

439.1

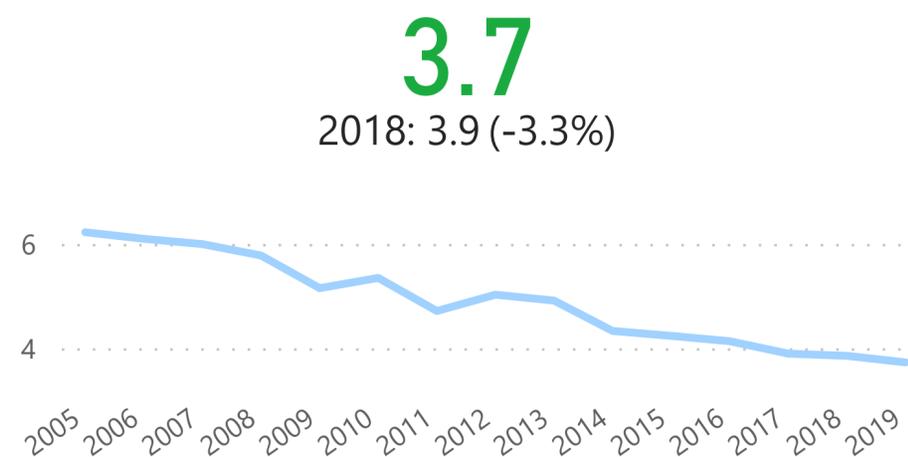
2018: 436.9 (+0.5%)



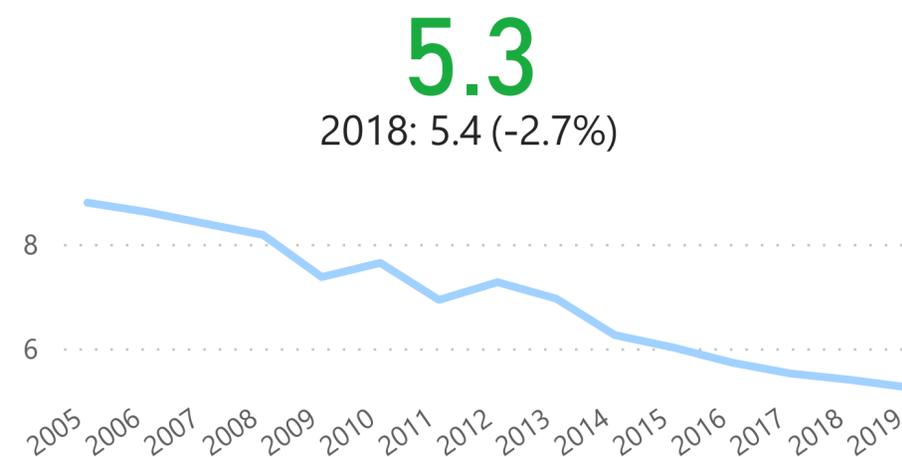
Data combines UK's Greenhouse Gas Inventory with data from a number of other sources, including local energy consumption statistics. They show "territorial" emissions, meaning they **occur within the Borough of Wirral's borders**.

Data shows emissions allocated on an "end-user" basis where emissions are distributed according to the point of energy consumption.

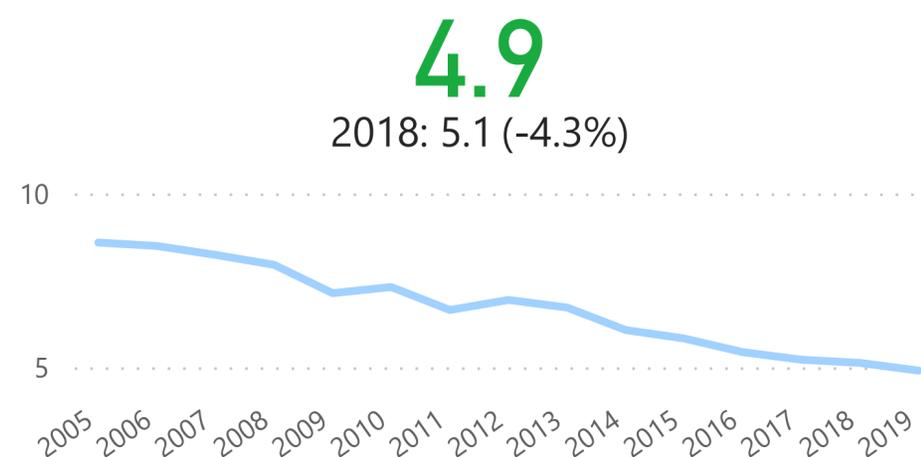
Wirral per capita emissions (t) 2019



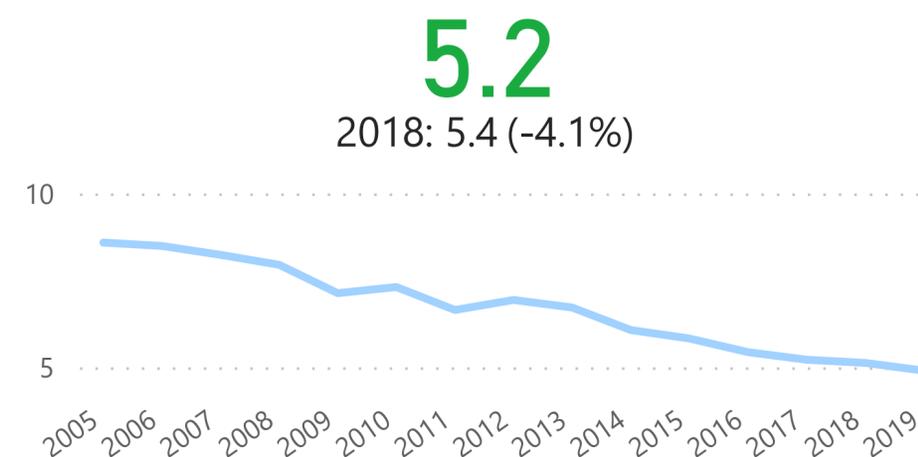
North West per capita emissions (t) 2019



England per capita emissions (t) 2019



National per capita emissions (t) 2019



The Tree, Hedgerow & Woodland Strategy requires 21,000 trees be planted every year to meet the 210,000 target by 2030. Year 1 (2020-21) exceeded target by 3,032 trees (14.4% better than target). Tree planting season is October through to the end of March.

Trees Planted Year 1 <h2>24,032</h2>	Annual Target <h2>21,000</h2>	Year 1 performance against target <h2>14.4%</h2>
Tree Assets within tree inventory system <h2>35,519</h2>	Dangerous or unstable trees felled over 4 years <h2>1,707</h2>	Individual items of proactive tree maintenance works identified and ordered since start of contract (Apr 2020) <h2>1,452</h2>
Trees individually inspected since surveyors started in early 2021 <h2>5,733</h2>	Parks sites inspected this year <h2>220</h2>	Veteran trees tested for decay with arborsonic equipment <h2>53</h2>
Woodland compartments captured within the inventory <h2>124</h2>	Tree groups captured within the inventory <h2>432</h2>	Carbon sequestered from tree planting According to Local Partnerships CEAP, carbon sequestered from tree planting <h2>222 (tCO2e) by 2030</h2>

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Environment and Climate Emergency have very recently employed a Landscape Manger for the Tree Strategy and now work is underway to establish a robust analysis of the expected carbon benefits of recent and future tree planting.

The Tree, Hedgerow & Woodland Strategy requires 21,000 trees be planted every year to meet the 210,000 target by 2030. Year 1 (2020-21) exceed target by 3,032 trees (14.4% better than target). Tree planting season is winter-early spring.

Tree Planting	2020-21	2020-21 Target
Total Trees Planted	24032	21000
Eco Schools	10000	
Mersey Forest	9600	
Urban Tree Challenge Fund	1700	
Ground Control	1520	
Garden Waste Subscriber scheme	1000	
Transport and Highways	203	
Combined Authorities funding	9	

Provide response to emergency call outs within one hour

100%
Target: 100%



Carry out tree works within the specified time frame (1 hour, 24 hours, 4 weeks, 12 weeks)

85%
Target: 90%



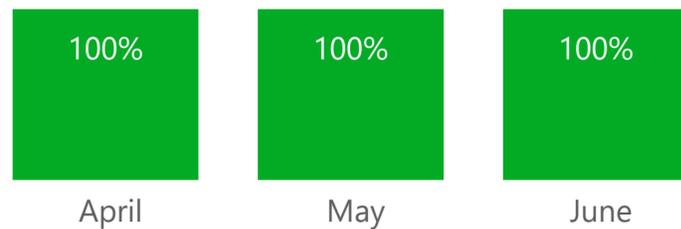
Provide quotations within 10 working days of request

100%
Target: 90%



Provide details of any accidents or near misses within 3 hours

100%
Target: 100%



Provide written initial response in relation to a complaint or FOI submitted to the council within 3 working days

100%
Target: 90%



Invoice within one month days of completion of batch / site

100%
Target: 90%



Provide written initial response in relation to a complaint or FOI submitted to the council within 3 working days

100%
Target: 90%



One unannounced safety visit to site per week to check for compliance with safety procedure

100%
Target: 90%



Number of individual items of tree maintenance works ordered

231



Monthly Parks Spend

£31,661



Monthly Highways Spend

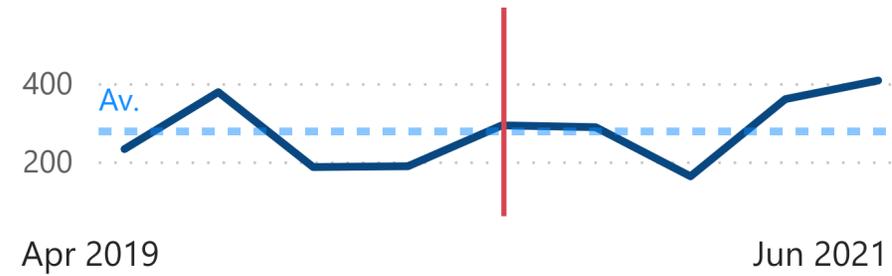
£41,581



Fly-tipping (t) 2021-22

407

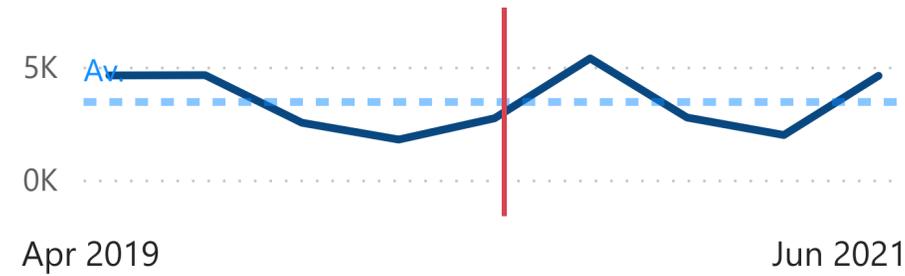
2020-21: 292 (+39%)



Garden Waste (t) 2021-22

4,597

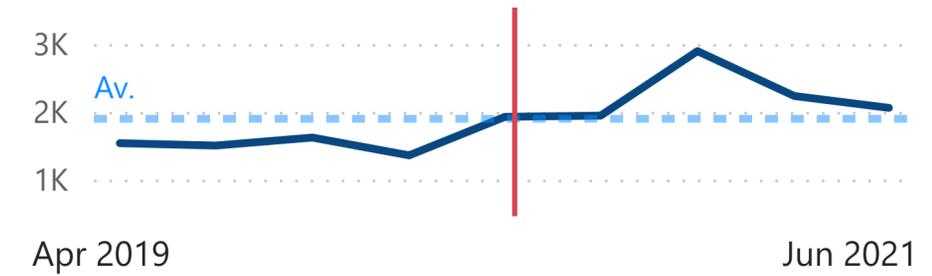
2020-21: 2,716 (+69%)



Street Cleansing (t) 2021-22

2,059

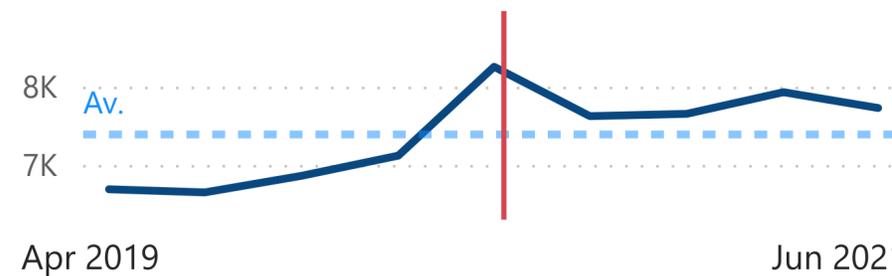
2020-21: 1,927 (+7%)



Recycling (t) 2021-22

7,728

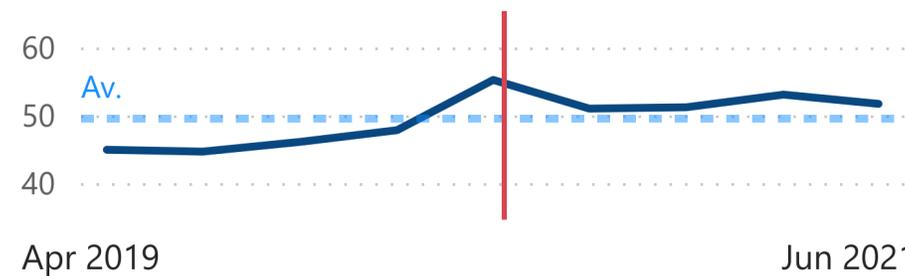
2020-21: 8,255 (-6%)



Recycling KG per h./hold 2021-22

52

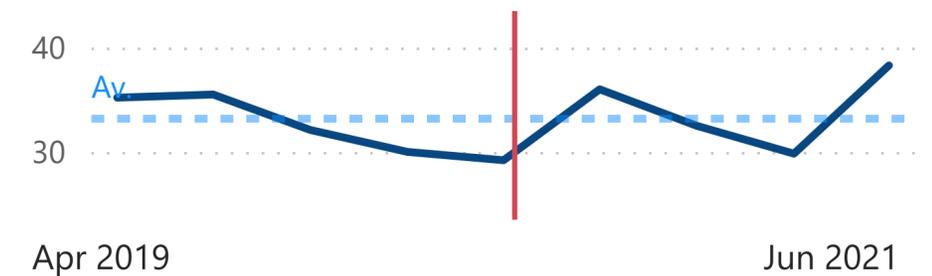
2020-21: 55 (-6%)



Recycling Rate Q1 (Apr-Jun 2021)

38.3%

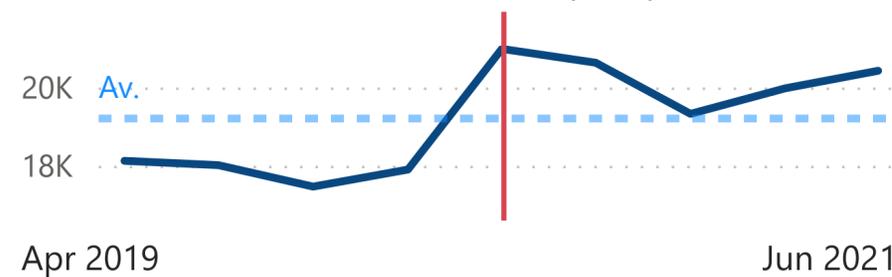
Q1 2020-21: 29.2% (+9.1%)



Refuse (t) 2021-22

20,427

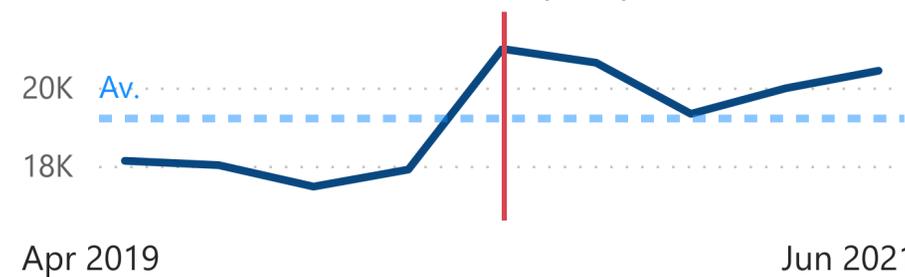
2020-21: 20,986 (-3%)



Refuse KG per h./hold 2021-22

137

2020-21: 140 (-3%)



Red line indicates April 2020 to indicate start of Covid Pandemic

Measure (higher is better)	Q4 2020-21	Q4 2019-20	Diff Q4 2019-20	DoT Q4	Year 2020-21	Year 2019-20	Diff 2019-20	DoT 2019-20
Garden waste (t)	1976	1775	11%	↑	12,809	13,531	-5%	↓
Recycling (t)	7930	7119	11%	↑	31,461	27,318	15%	↑
Recycling KG per h/hold	53	48	11%	↑	210	184	15%	↑

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Measure (lower is better)	Q4 2020-21	Q4 2019-20	Diff Q4 2019-20	DoT Q4	Year 2020-21	Year 2019-20	Diff 2019-20	DoT 2019-20
Fly tipping (t)	359	188	91%	↑	1,101	982	12%	↑
Refuse (t)	19979	17902	12%	↑	80,924	71,508	13%	↑
Refuse KG per h/hold	134	120	11%	↑	541	480	13%	↑

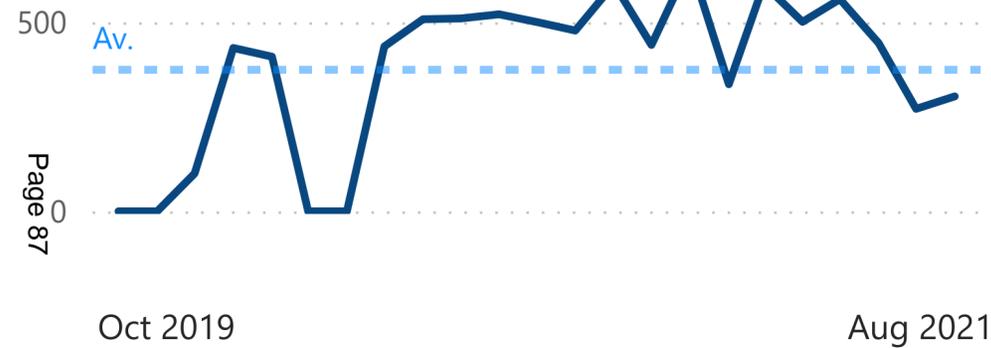
Recycling Rates data reported one Qtr in arrears

Recycling (higher is better)	Q3 2020-21	Q2 2020-21	DoT Waste PQ	Q3 2019-20	DoT Waste PY
Recycling Rates	32.5%	36.0%	↓	32.1%	↑

Total Street Lights: 37,470. Energy savings at project end: 60.7%

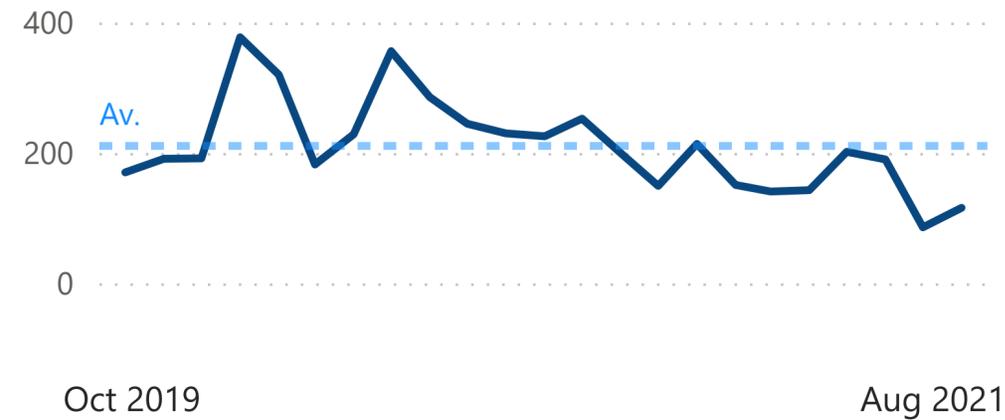
Columns replaced (Total to be replaced 9,186)

8,610



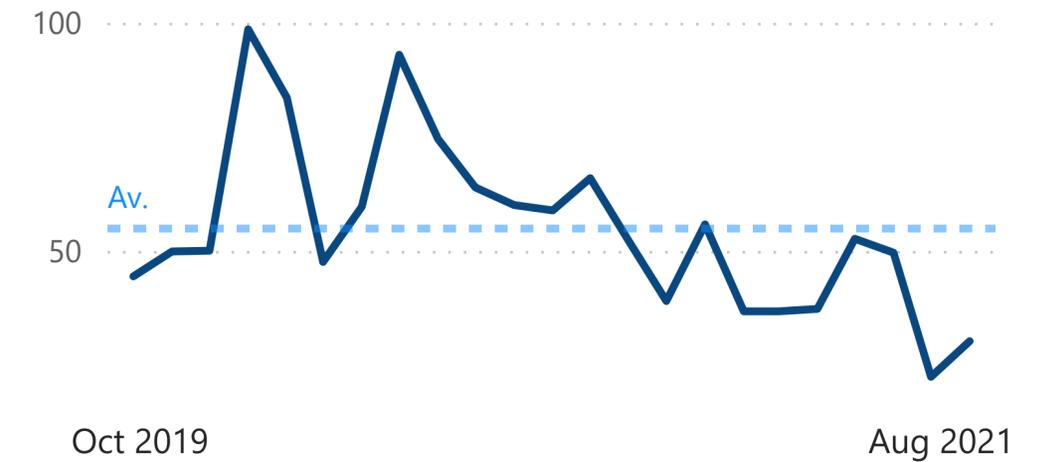
Sodium Lamp (legacy) kWh used since start of Sodium to LED replacement programme

4,847



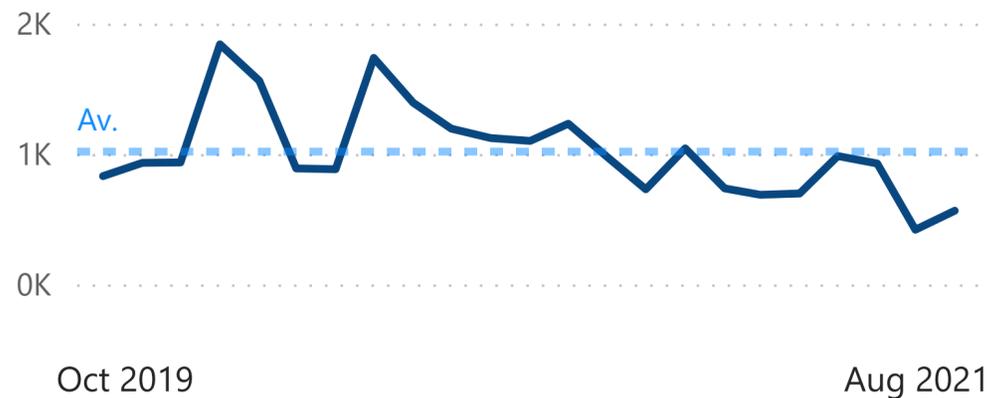
Carbon Reduction (t) since start of programme

1,263



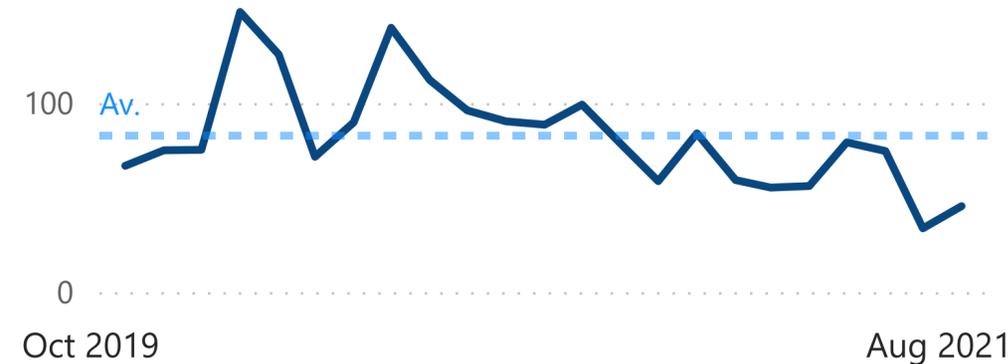
Lanterns replaced (Total to be replaced 27,618)

23,410



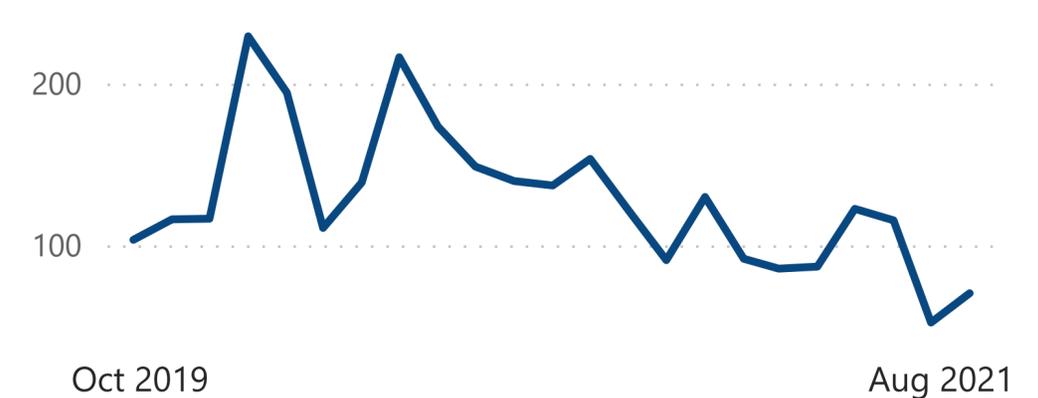
LED Lamps kWh used since start of Sodium to LED replacement programme

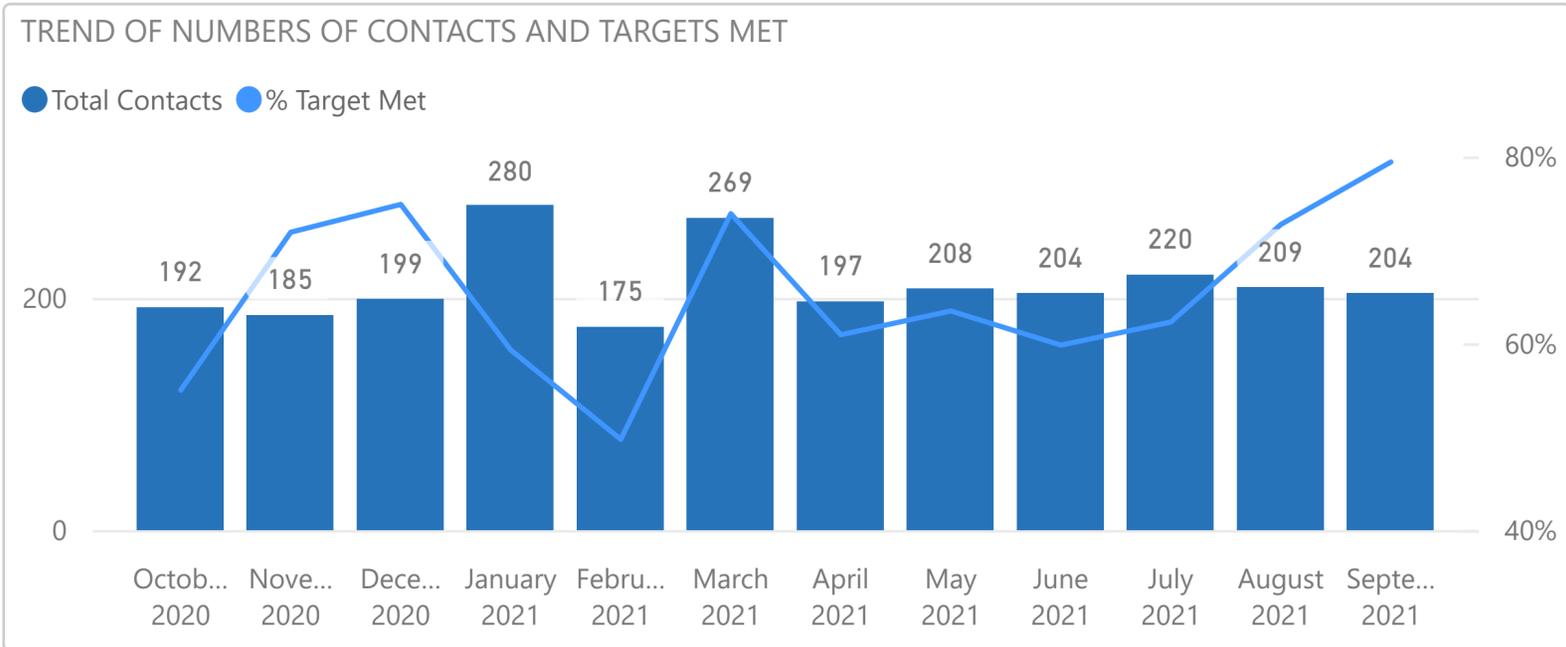
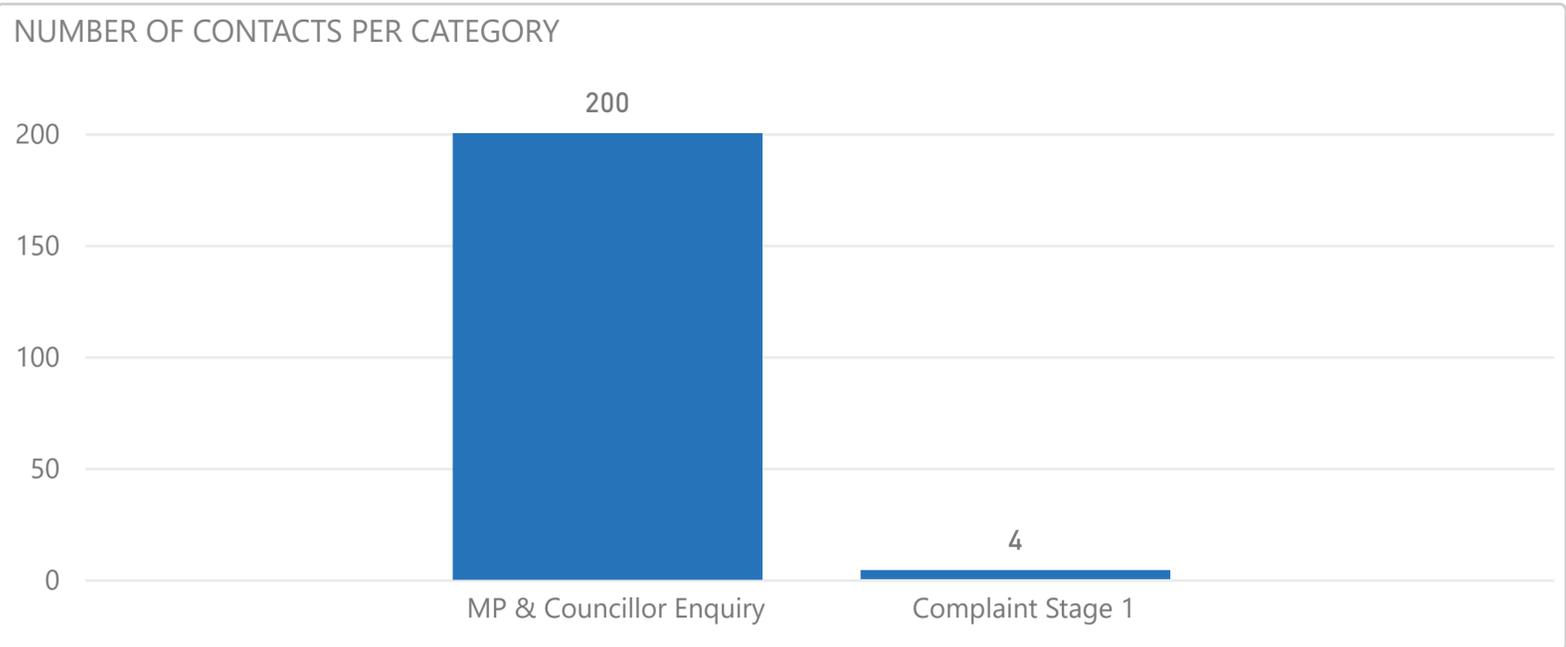
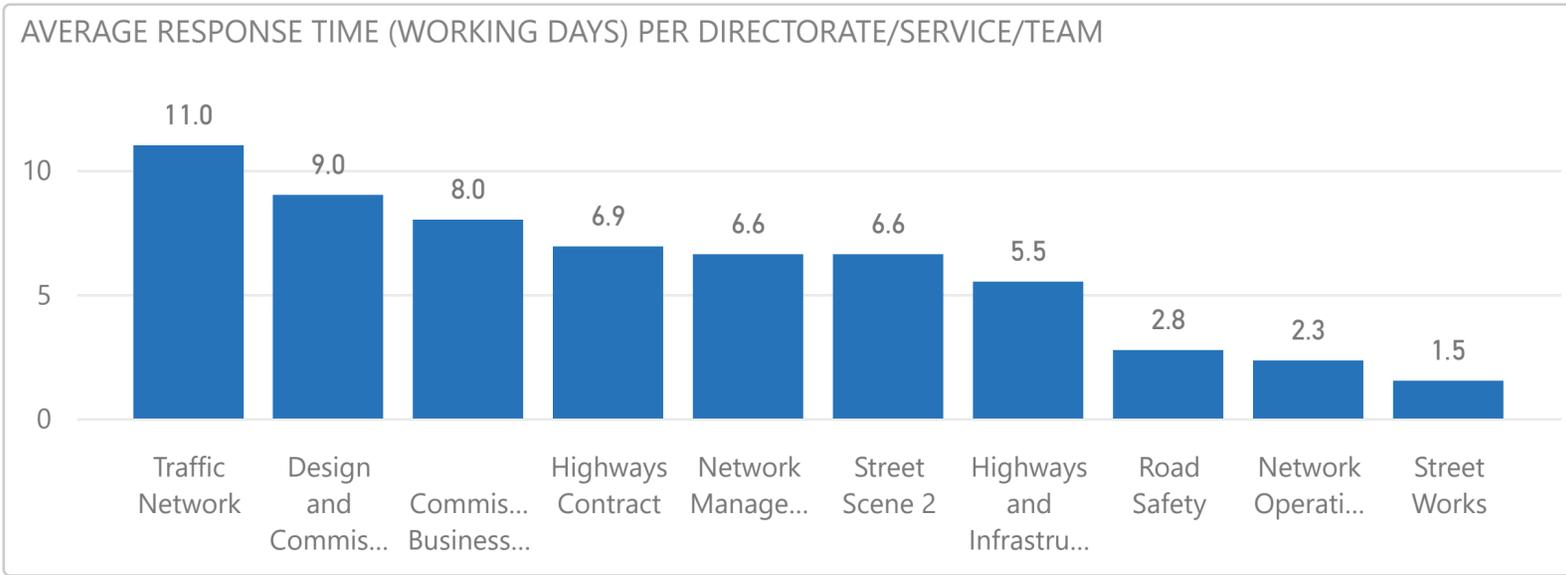
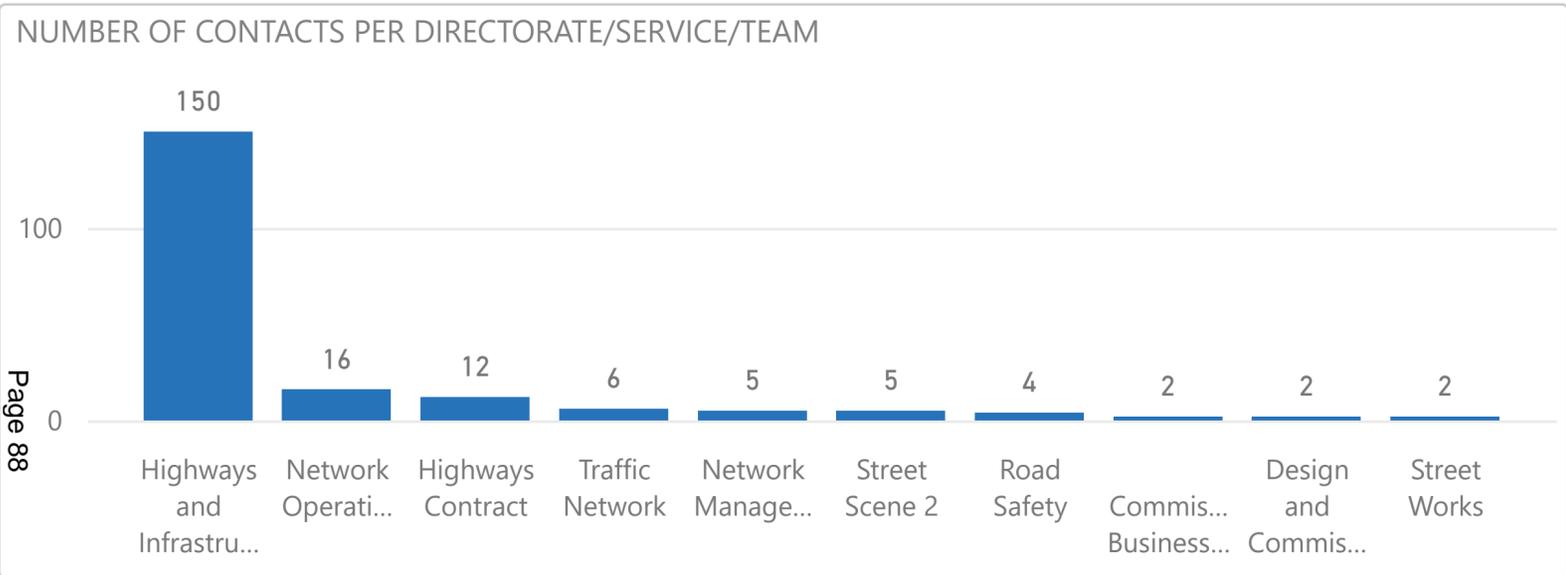
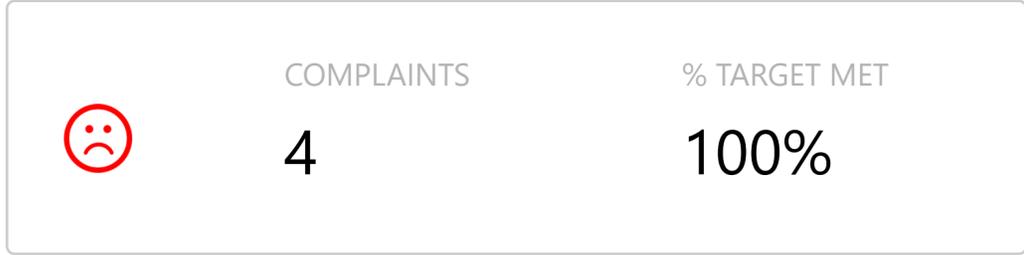
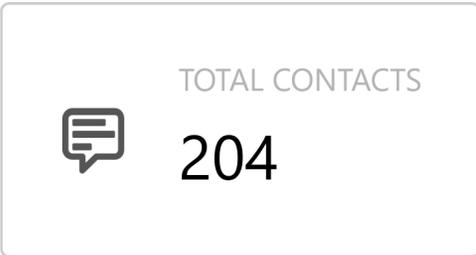
1,903



Energy Saving (kWh) since start of programme

2,944





Repair or make safe road defects which have a high potential of causing damage to road users

% of Call Out and Priority 1 carriageway defects repaired or made safe within the specified period

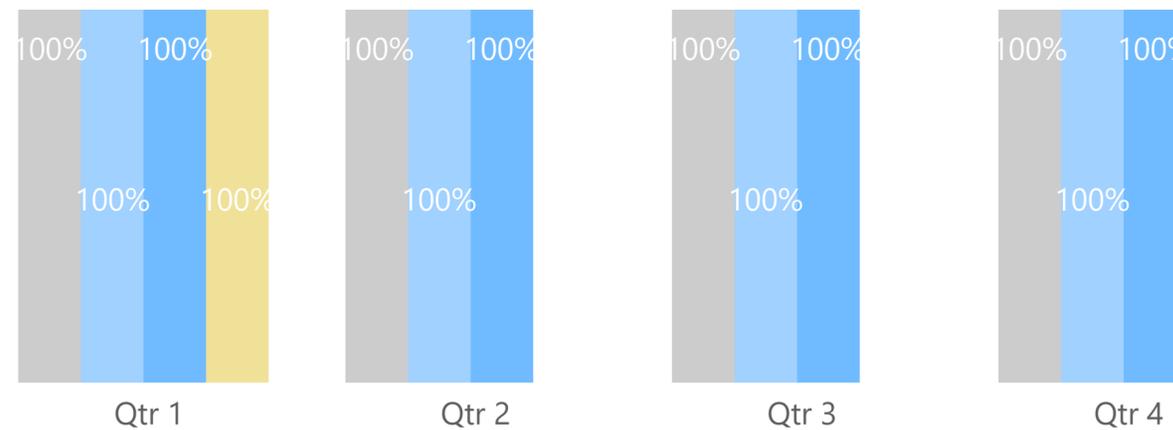
Page 89

Year ● 2018 ● 2019 ● 2020 ● 2021

100%

Same Qtr Last Year: 100% (+0%)

Excellent = 100%, Good = 99%, Acceptable <99%>95%

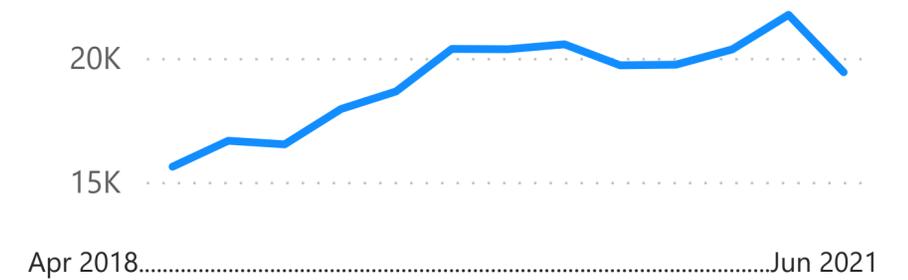
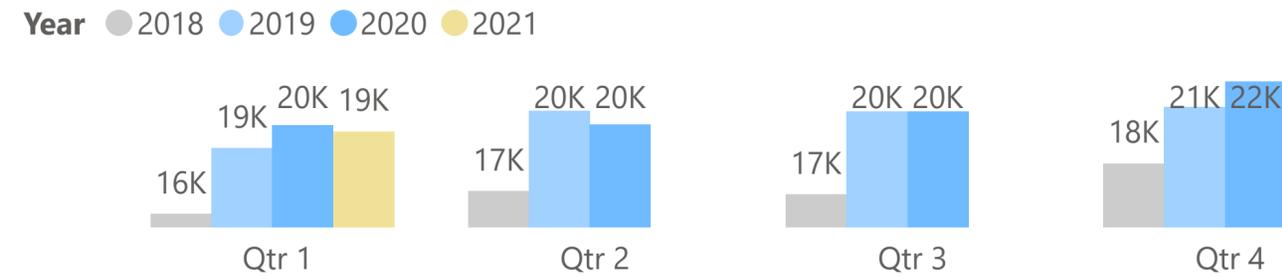


Provide resources which are effective in delivering highway maintenance services

Street Works Completion (Utility) Days occupancy

19,421

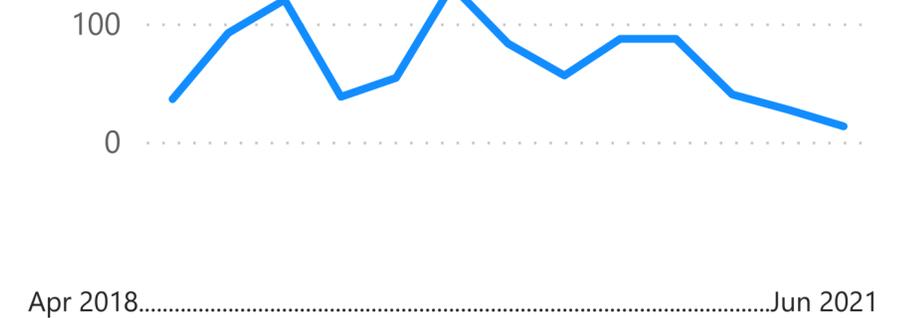
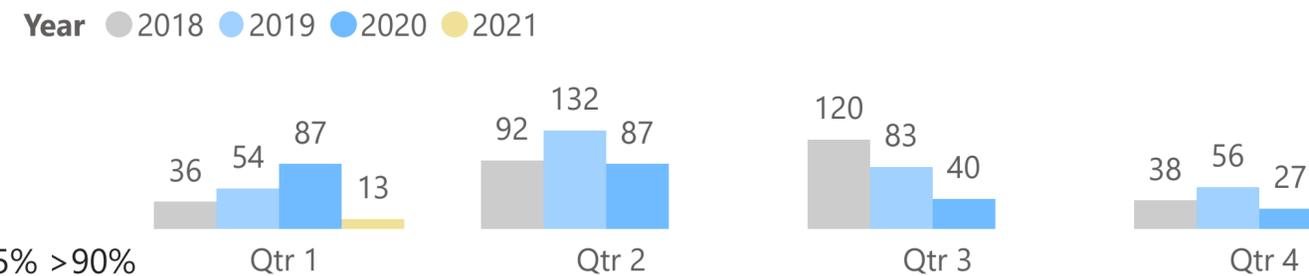
Same Qtr Last Year: 19,700 (-279 -1%)



Street Works Completion (Utility) Days overrun

13

Same Qtr Last Year: 87 (-74)

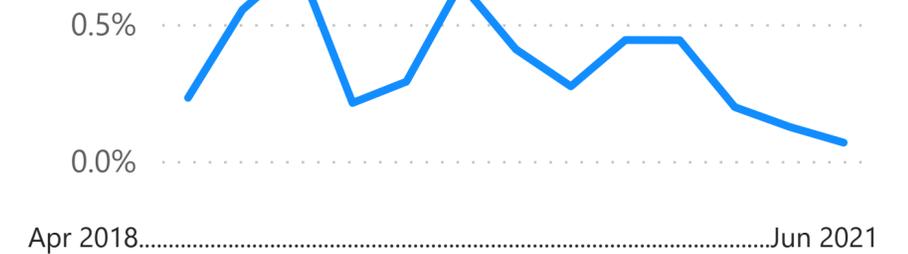
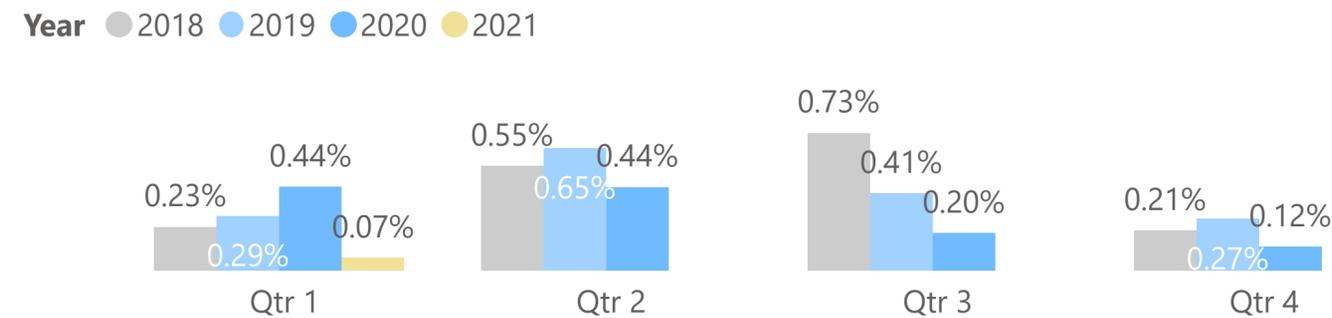


Excellent =100%, Good >100% <95%, Acceptable <=95% >90%

Street Works Completion (Utility) % of days overrun

0.07%

Same Qtr Last Year: 0.44% (-0.37%)



Excellent =100%, Good = 99%, Acceptable <99%>95%

Provide resources which are effective in delivering highway maintenance services

Weighted average Performance Rating of the Council's main contractors

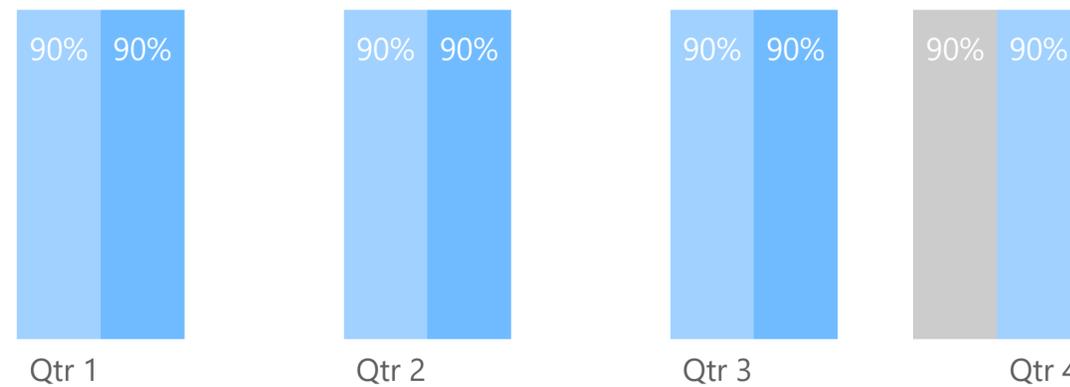
Page 91

Year ● 2018 ● 2019 ● 2020

90%

Same Qtr Last Year: 90% (+0%)

Excellent >95%, Good <=95% >85%, Acceptable <=85% >75%



Provide resources which are effective in delivering highway maintenance services

% of inspections completed as planned

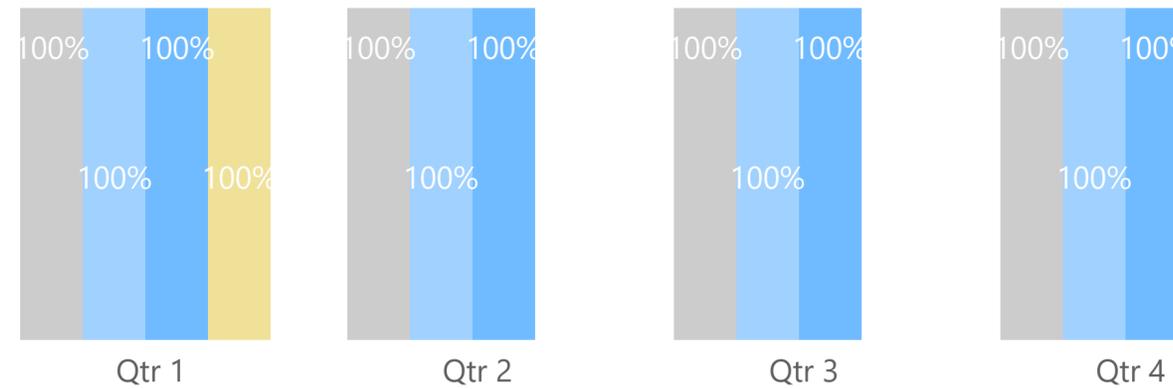
Page 92

100%

Same Qtr Last Year: 100% (+0%)

Excellent = 100%, Good > 100% < 95%, Acceptable <= 95% > 90%

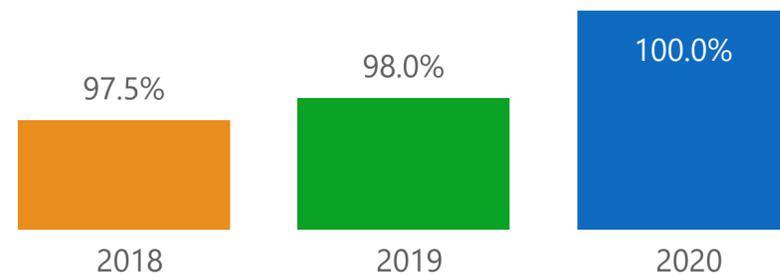
Year ● 2018 ● 2019 ● 2020 ● 2021



Reducing legal exposure and liability for insurance claims

Road Safety - Claims Repudiated

Higher is Better **100.0%**

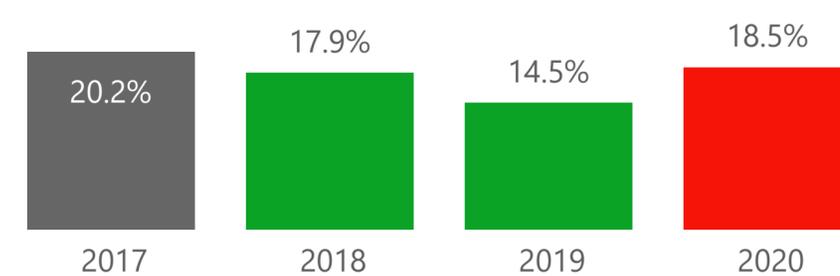


Excellent >98%, Good >=96%<=98%, Acceptable >98%<90%

Reduce the fatalities, serious and slight injuries on our roads

Killed or Seriously Injured % of Road Casualties

Lower is Better **18.5%**



Excellent <1%, Good = Reducing, Acceptable = same as previous year

Barcharts colours compare each year to target (Blue: Excellent, Green: Good, Amber: Acceptable, Red: Poor)

Annual Measures

Invest in improvements in the condition of Wirral Council's highways using a robust evidence-based process

Use condition data to manage planning and delivery of long term works programmes in line with the Asset Management Strategy

A Roads poor condition

Lower is Better

1.9%



*Excellent <2%, Good >=2% <3%, Acceptable >=3% <4% *targets proposed by Wirral Council HIAM Board

*Excellent <20%, Good >=20% <30%, Acceptable >=30% <40% *targets set by LCRCA

B & C Roads poor condition

Lower is Better

1.3%



*Excellent <2%, Good >=2% <3%, Acceptable >=3% <4% *targets proposed by Wirral Council HIAM Board

*Excellent <20%, Good >=20% <30%, Acceptable >=30% <40% *targets set by LCRCA

Unclassified Network poor condition

Lower is Better

9.0%



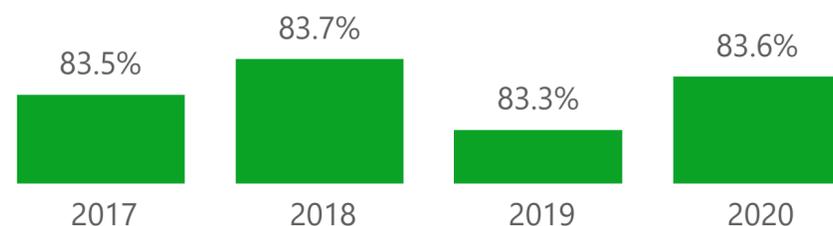
*Excellent <10%, Good >=10% <20%, Acceptable >=20% <30% *targets proposed by Wirral Council HIAM Board

*Excellent <20%, Good >=20% <30%, Acceptable >=30% <40% *targets set by LCRCA

Condition bridges, structures

Higher is Better

83.6%

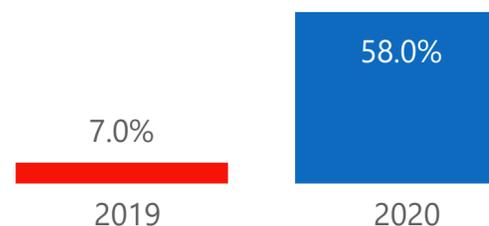


Excellent >=90%, Good <90% >=80%, Acceptable <80% >=65%

Street light columns replaced

Higher is Better

58.0%



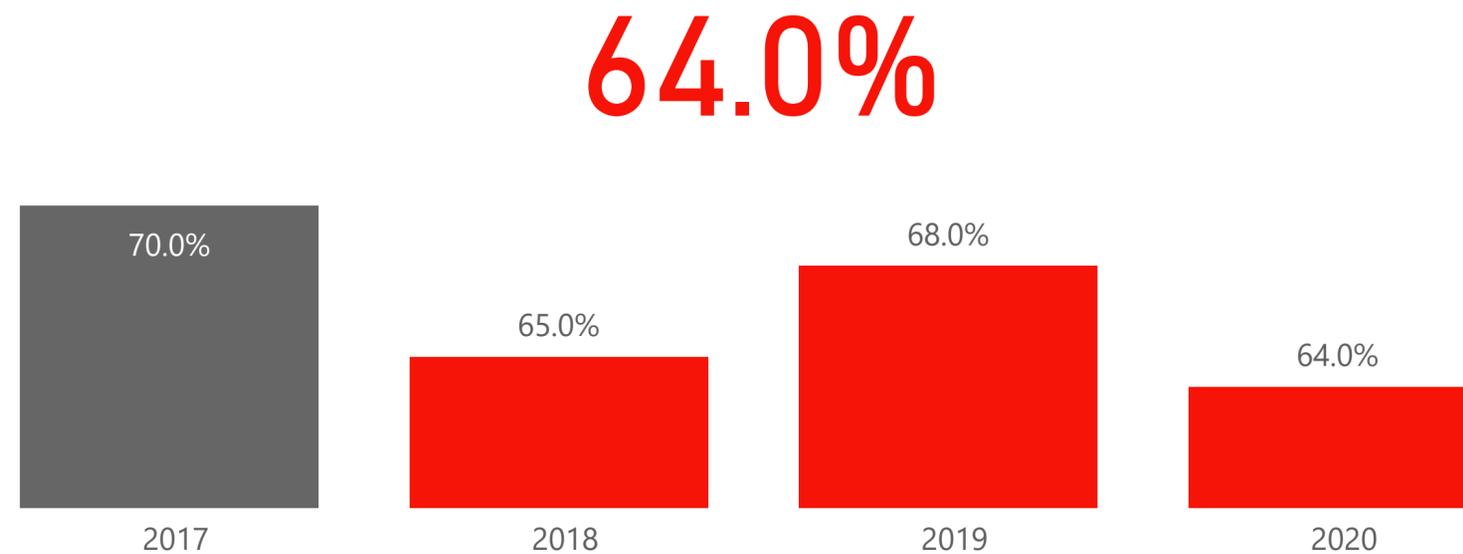
Excellent >50%, Good, >=50% <30%, Acceptable >=30% >10%

Highways Strategic Aim - Investment in replacement of aged Traffic Signals will reduce occurrence of faults and help ensure a safe and an accessible highway network

Bar charts colours compare each year to target (Blue: Excellent, Green: Good, Amber: Acceptable, Red: Poor)

Use condition data to manage the planning and delivery of long term works programmes in line with the Asset Management Strategy

% Traffic Signals with Prescribed Design Life



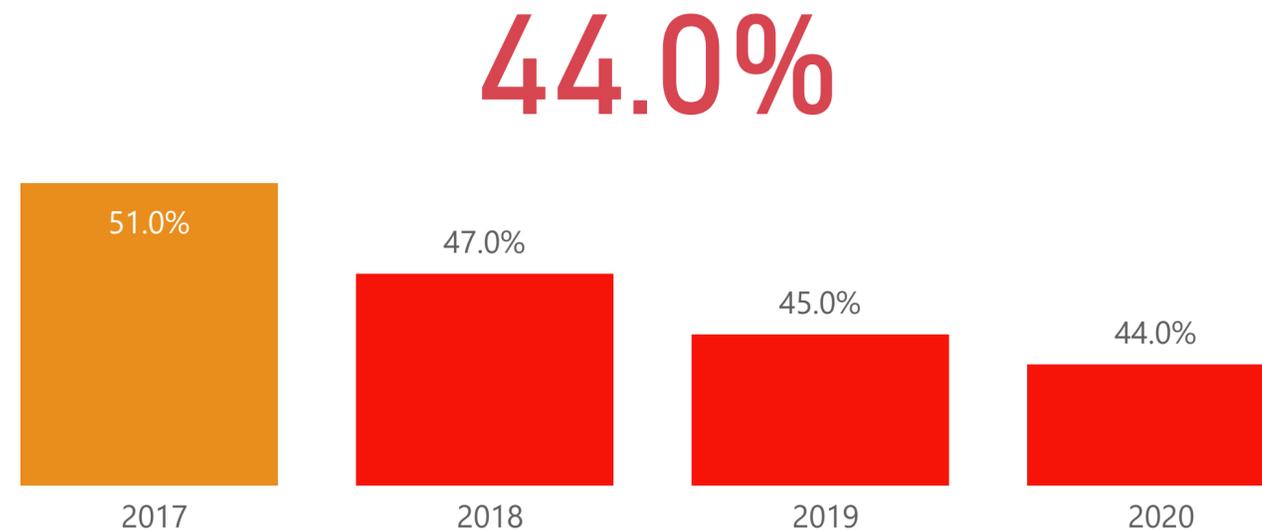
Excellent = Year on year 5% improvement, Good = year on year 1% improvement, Acceptable = Baseline 2017 level

Highways Strategic Aim - Provide a customer focused service

Barcharts colours compare each year to target (Blue: Excellent, Green: Good, Amber: Acceptable, Red: Poor)

Provide a customer focused service. Satisfaction rating based on response public surveys in relation to "highways maintenance"

Road User Satisfaction - Highway Maintenance



Excellent >4% national average, Good >=4% national average, Acceptable <=-4% national average

National average = 53% 2017, 51% 2018, 52% 2019, 50% 2020

People Killed and Seriously Injured on the Road (KSIs)

Data provided by Merseyside Police

KSIs 2020

105

KSIs Average 2015-19

118

Page 97

There were 11% fewer KSIs during 2020 compared to the previous 5 year average (2015-19).

The difference is in the injured person's mode of transport. Car, motorcycle and pedestrian KSIs decreased whilst bicycle KSIs increased.

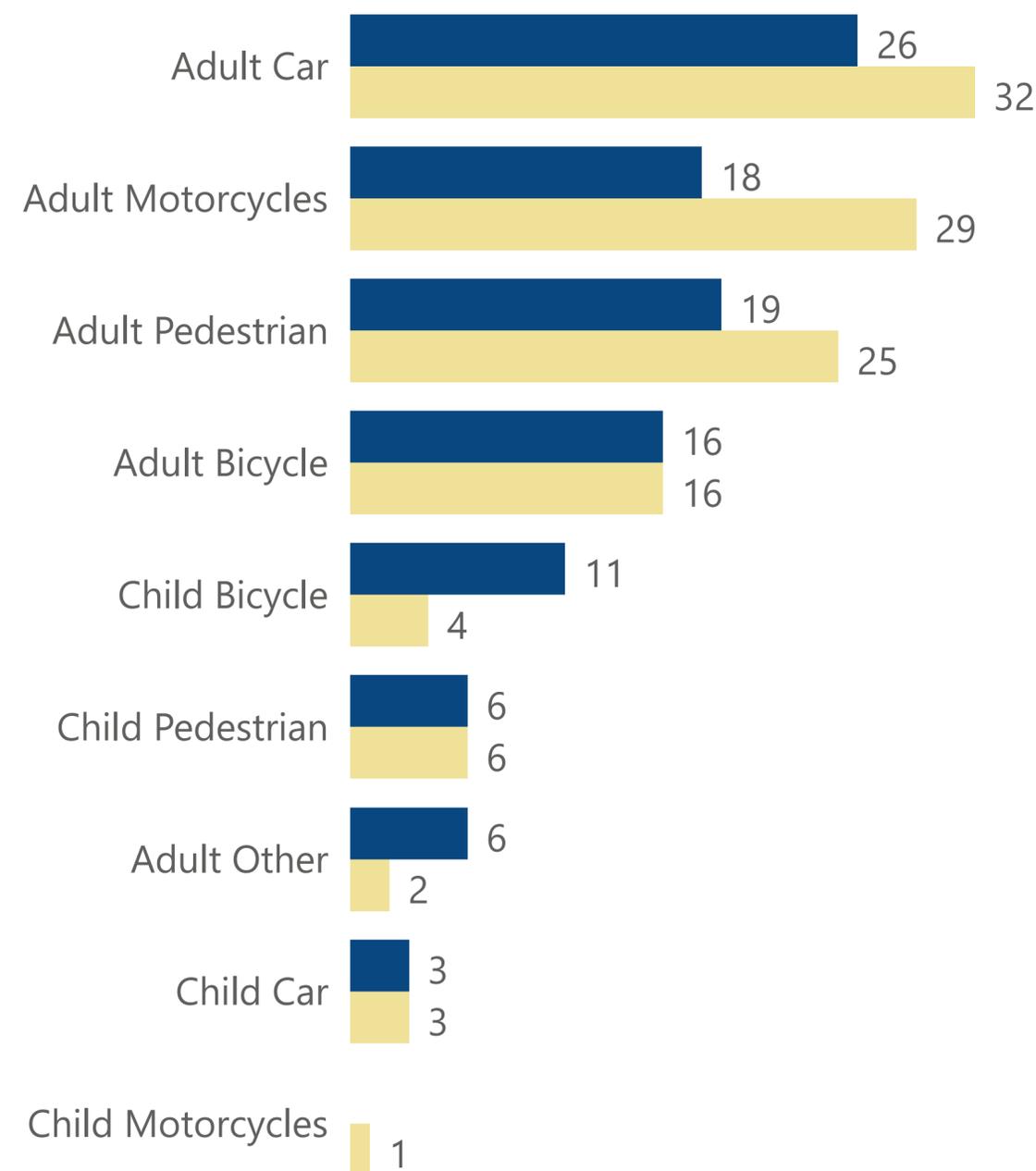
According to Gov.uk; in England, in 2020, total trip rates fell by 22% compared to 2019, with decreases seen in all modes of transport except cycling and walks over a mile.

Cycling stages per person increased by 23%.

Walking stages per person decreased by 16%, however walking stages over a mile increased by 26%.

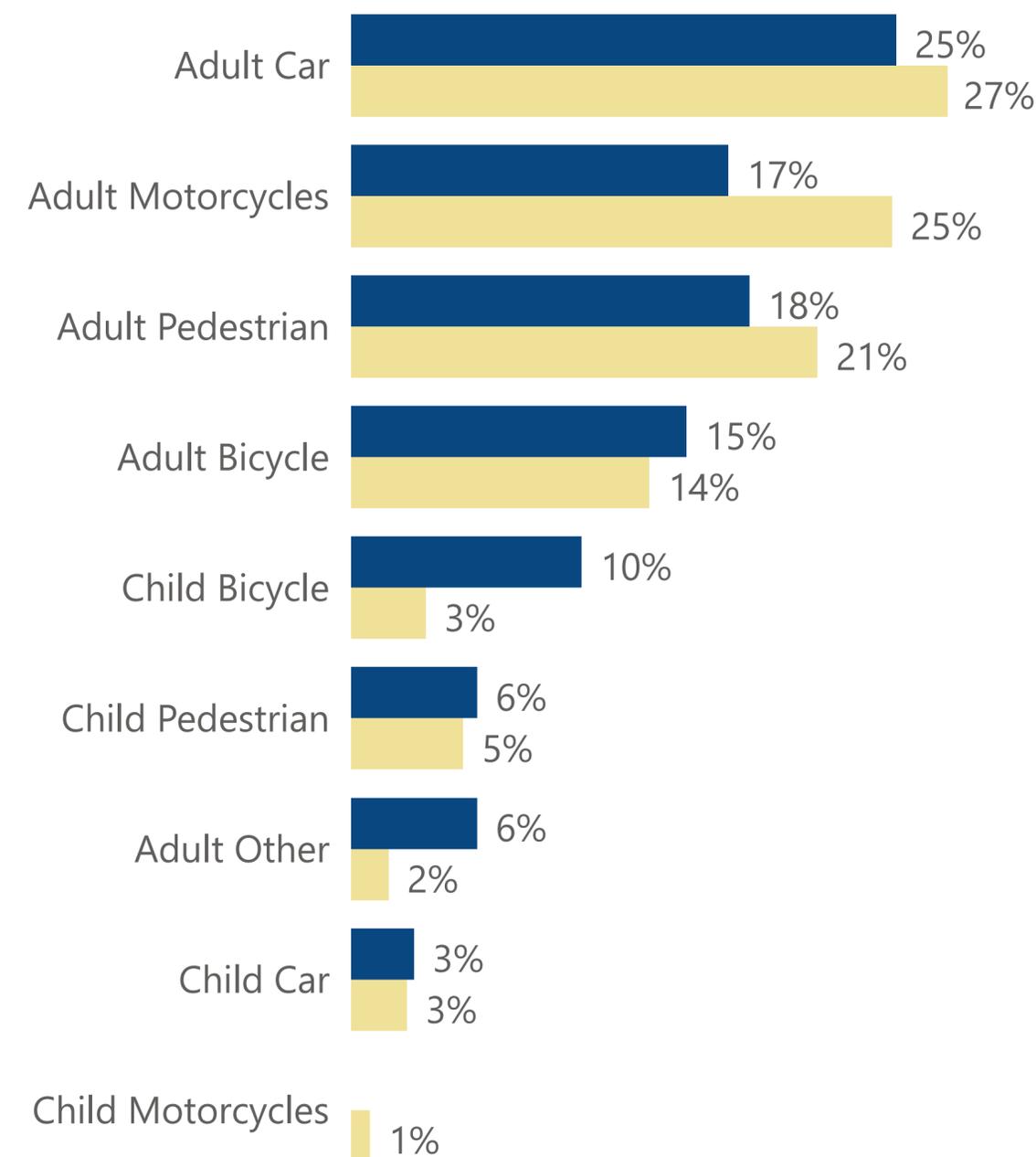
KSIs by Mode of Travel and Person Group

Period ● 2020 ● Average 2015-19



KSIs by Mode of Travel and Person Group %

Period ● 2020 ● Average 2015-19



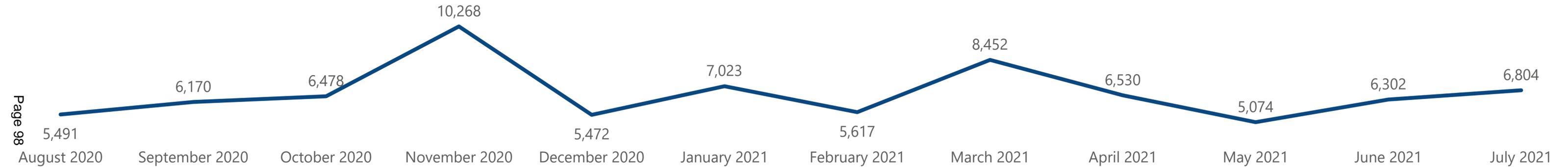
79,681
12 Months Requests

6,804
Current or Selected Month

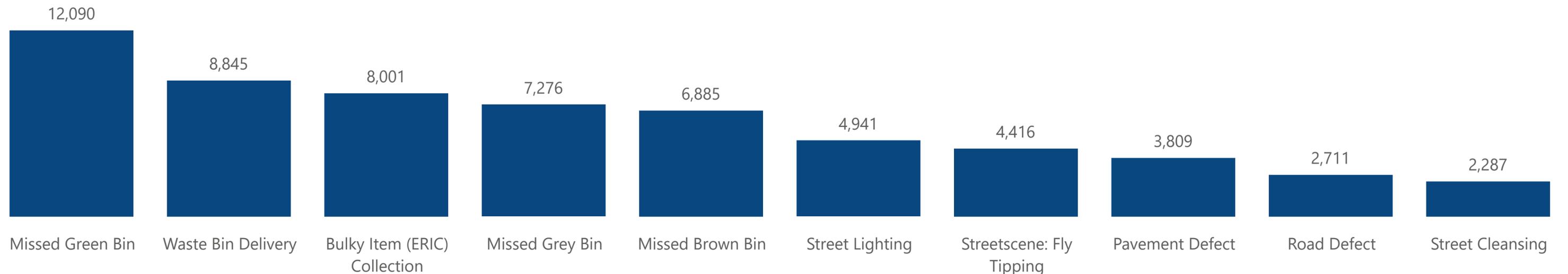
6,302
Previous Month

8.0%
% Change from last month

Neighbourhoods Service Requests by Date (last 12 months)



Top 10 Neighbourhoods Requests (last 12 months)



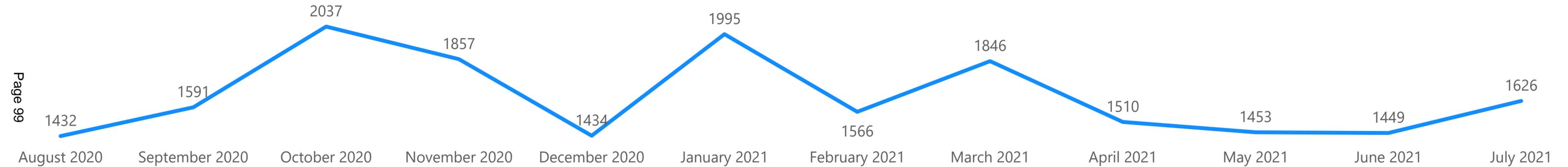
19,796
12 Months Requests

1,626
Current Month

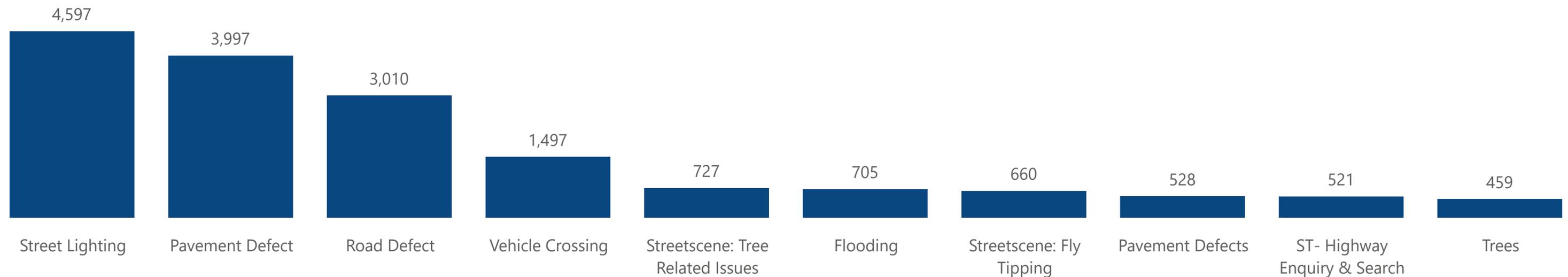
1,449
Previous Month

12.2%
% Change from Last Month

Highways Service Requests by Date (last 12 months)



Top 10 Highways Service Requests (last 12 months)



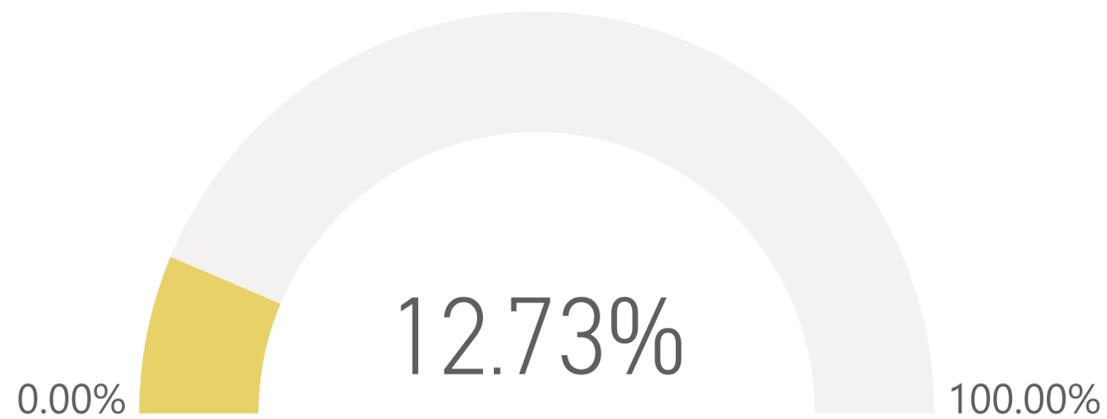
£4.23M
Original Budget Agreed at Cabinet

£9.55M
Current Revised Budget

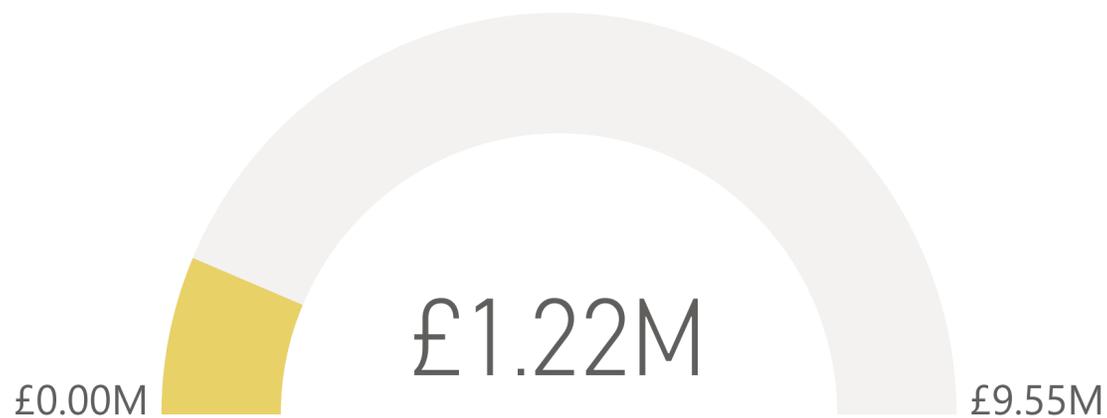
£1.22M
Actual Spend Year to Date

12.73%
% of Budget Spent

Proportion of Budget Spent

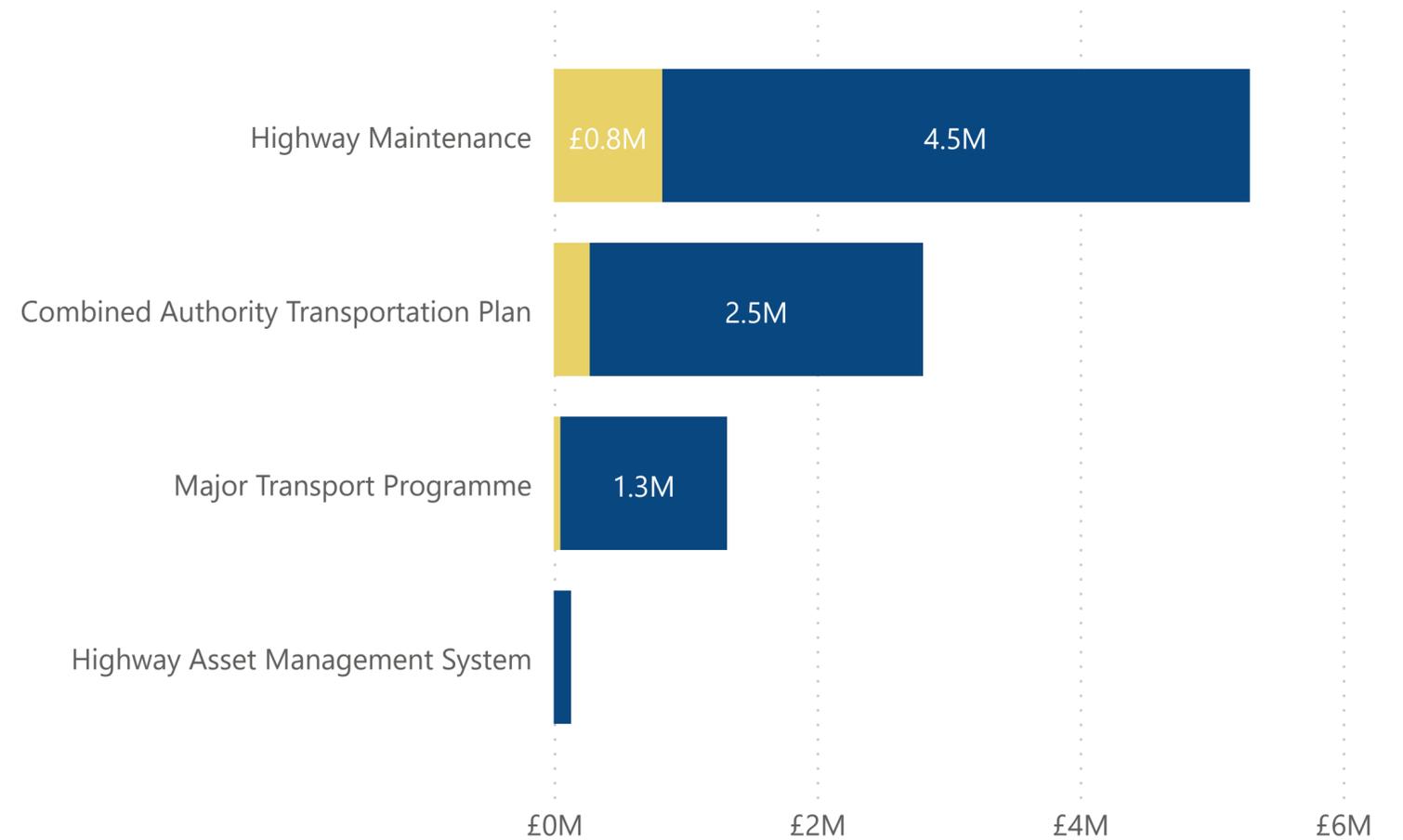


Proportion of Budget Spent



Total Capital Spent Year To Date

● Actual Spend ● Left to Spend





ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Wednesday 20 October 2021

REPORT TITLE:	ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE WORK PROGRAMME UPDATE
REPORT OF:	DIRECTOR OF LAW AND GOVERNANCE

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:

Anna Perrett: Senior Democratic Services Officer

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email: annaperret@wirral.gov.uk

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

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



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

WORK PROGRAMME 2020/21

Contact Officer/s: Mike Jones
Anna Perrett

OCTOBER AGENDA FOR ENVIRONMENT, CLIMATE EMERGENCY AND HIGHWAYS COMMITTEE

Item	Key Decision	Lead Departmental Officer	P&R referral Yes/No
Street Lighting Improvement Programme – Progress Report	No	Simon Fox	No
Love Wirral	Yes	Mike Cockburn	No
The Wirral Plan 2020-2026 Draft Deliver Plans	No	Nicki Butterworth	No
Performance Report	No	Nicki Butterworth	Yes
Work Programme Update	No	Anna Perrett	No

KEY DECISIONS – On forward plan to be scheduled

Item	Key Decision Yes/ No	Lead Departmental Officer	Wirral Plan Priority
Highway 'A' contracts tender acceptance	Yes	Simon Fox	Sustainable Environment
Dog Control PSPO Dog Fouling Strategy	Yes	Mark Cockburn/Clare Brandwood	Sustainable Environment
Acceptance of tenders for highway services contracts ('A' contracts);	Yes	Simon Fox	Sustainable Environment
West Kirby Flood alleviation	Yes	Colin Clayton/Neil Thomas	Sustainable Environment
Wallasey Embankment Reinforcement	Yes	Colin Clayton/Neil Thomas	Sustainable Environment
Allotment Strategy	Yes	Matthew Humble	Sustainable Environment

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Approximate timescale	Lead Departmental Officer
Street Lighting Update	2021/22	Simon Fox
Marine Lake Update	2021/22	Colin Clayton
Pollinators update	2021/22	Colin Clayton
Tree Management and Inspection Update	2021/22	Colin Clayton
Flooding Update	2021/22	Neil Thomas

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Budget Monitoring	Every Cycle	Sarah Cox
Performance dashboard	Commencing Oct 2022	Nicki Butterworth
Carbon Budget Performance Report	Annually in June	Andrew Snow

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Officer	Progress
Working Groups/ Sub Committees				
Car Parking Charges	Working Group	Nov 2020	Simon Fox	Completed
Road Safety	Working Group	Jan-Feb 2021	Simon Fox	Complete
Hoylake Beach	Working Group	Feb 2021	Colin Clayton/Neil Thomas	Completed
Climate Emergency	Working Group	December 2020	Mike Cockburn	Completed
Active Travel	TBC	TBC	Julie Barnes	Ongoing
Task and Finish work				
Allotment provision Task & Finish	Workshop and Report	October 2020	Alex Davidson	Complete
Spotlight sessions / workshops				
Corporate scrutiny / Other				

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