



## Decision Review Committee

**Date:** Tuesday, 10 August 2021

**Time:** 6.00 p.m.

**Venue:** Palace Suite - Floral Pavilion

**Contact Officer:** Mike Jones, Principal Democratic Services Officer

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

## AGENDA

### 1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST/ PARTY WHIP

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. Members are reminded that they should also declare whether they are subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangements.

### 2. DECISION REVIEW PROCEDURE (Pages 1 - 4)

**(Following on from the meeting of the Decision Review Committee on 29 July 2021 which was adjourned)**

#### Chair's opening remarks (5 minutes)

The Chair will open the Committee meeting convened to review the decision referred and set out the remaining procedure as follows:

## **Officer witnesses**

To allow Committee Members to question officers on the decision and background.

### **Summary of the lead signatory Cllr Mountney (5 minutes)**

The Chair will invite the lead signatory to summarise the key points of evidence given in support of their case.

### **Summary of the lead signatory Cllr Gilchrist (5 minutes)**

The Chair will invite the lead signatory to summarise the key points of evidence given in support of their case.

### **Summary of the decision-taker (10 minutes)**

The Chair will invite the decision-taker to summarise the key points of evidence given in support of the initial decision.

## **Committee Discussion**

The Chair will invite comments, observations and discussion from members of the Committee. The Chair and Spokespersons can also elect to call witnesses, this is usually for officers.

## **Committee Decision**

The Chair will invite a proposal to be moved that falls under one of the five possible outcomes, together with their reasoning. This may include a short adjournment for the mover and seconder to clarify wording with officers or other committee members. This may then be amended and debated in the normal way.

3. DECISION REVIEWED ITEM - CAR PARKING CHARGING OPTIONS
  - 3.1 CAR PARKING CHARGING OPTIONS REPORT AND APPENDICES (pages 5-26)
  - 3.2 Minutes of Environment, Climate Emergency and Transport Committee 14 June 2021 (pages 27-34)
  - 3.3 Notice requesting decision review 1 (pages 35-40)
  - 3.4 Notice requesting decision review 2 (pages 41-58)



## DECISION REVIEW COMMITTEE

29 July 2021

<b>REPORT TITLE:</b>	<b>DECISION REVIEW COMMITTEE OVERVIEW</b>
<b>REPORT OF:</b>	<b>DIRECTOR OF LAW AND GOVERNANCE</b>

### OVERVIEW

A key role of overview and scrutiny is to both to hold others to account and be able to have a decision challenged and reviewed with an independent mind. In this respect the statutory power to review a decision made but not yet implemented, triggered by Members of the Council in certain circumstances, is conducted by the Decision-Review Committee

Key decisions made by one of the Policy and Services Committees, or an officer acting under delegated authority from one of those committees, are published within a decision notice, normally within a period of two working days after the relevant meeting.

Unless the relevant decision-making body has stated that the decision is not suitable for review, the decision will not be implemented for a period of three working days from the date of publication, during which time any six (6) Members of the Council may call-in the decision for review.

As long as there is a clear reason given that, in the opinion of the Chief Executive reasonably falls within the criteria set out at paragraph 8 below, the decision should then be referred to a meeting of the Decision Review Committee for review, together with a statement of the reasons for the review request.

Implementation of the decision shall be held in abeyance pending the conclusion of the process.

### Terms of reference

The Decision Review Committee is a committee established by the Council with powers set out in Regulation 4(2)(a) of Part 3 of the 2012 Local Authorities (Committee System) (England) Regulations.

The Decision Review Committee is charged by full Council to undertake responsibility to review or scrutinise a decision made but not yet implemented, triggered by being called-in to the Committee by Members of the Council in certain circumstances, in accordance with the Overview and Scrutiny Procedure Rules set out at Part 4(4) of this Constitution. The Decision Review Committee may either

- (a) uphold the original decision, with or without recommendations, in which case it has immediate effect,  
or
- (b) refer it back to the decision-making Committee, Policy and Resources Committee or (exceptionally), a meeting of the Full Council) with or without recommendations for change. This is the only function of the Committee. For clarification, the process of decision review is not an alternative or additional mechanism to appeals procedures in respect of the decisions of the Council's regulatory committees.

## **Legal Considerations**

The Decision Review Committee must comply with the provisions of the Local Authority (Committee System) (England) Regulations 2021, Parts 3, 4 and 5 (overview and scrutiny) and have regard to Guidance issued by the secretary of State when conducting its business.



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

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

### REPORT SUMMARY

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

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

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

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

This matter affects all Wards within the Borough.

This decision is a key decision.

### RECOMMENDATIONS

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

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

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

## SUPPORTING INFORMATION

### 1.0 REASONS FOR RECOMMENDATION

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

### 2.0 OPTIONS CONSIDERED

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

- I. As seen in Appendix 1 Wirral's parking charges differ in different locations. There are many reasons for this which can include demand management and managing commuter parking or shopper type parking by encouraging longer or shorter stays in certain areas through lower or higher tariffs. Parking charges may also be used to discourage the use of the private motor vehicle.
- 2.2 Appendix 2 shows the effects of increases to existing car parking charges.
- II. If the increased car parking charges highlighted in this report are agreed at a £1 increase to all tariffs and implemented from July 2021 then this will only realise a part year saving of £560k (once the drop in usage following COVID has been factored) for 2021/22. So, if £1m is required all in 2021/22, the increase would need to be in excess of £1.50. From previous experience the impact of any increase in parking charges is a dip in usage, however such a single hike in charges to realise an additional £1m pound of income brings a risk that users refuse to pay the charges and seek parking elsewhere. We could expect to see a drop in usage by up to almost 30%. Usage does tend to recover over time, but this can take up to 12 months or longer.
- 2.3 Appendix 3 indicates various options for different parking charging strategies, which could be implemented from 2021/22 in order to achieve the budget option, including: description; potential outcome; climate emergency/active travel implications; timescales; resources requirements; budget implications and further comments.
- III. Due to the legal Traffic Regulation Order making process required for the introduction of new charges and based on previous experience of implementing new parking charges any of these other options are unlikely to be implemented until at least January 2022. The net income for 2021/22 would therefore be estimated at £185,000 **and these options in full also require circa £1.2m of capital investment for equipment etc**, the financing of which would need to be agreed.
- 2.4 A further option (Option 4, Appendix 3) would be to **standardise the parking charges** across all existing on and off street locations including the country parks. The proposed tariff structure would be:

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

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

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

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

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

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

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

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

### **3.0 BACKGROUND INFORMATION**

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

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

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

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

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

#### **4.0 FINANCIAL IMPLICATIONS**

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

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

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

## **5.0    LEGAL IMPLICATIONS**

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

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

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

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

## **7.0 RELEVANT RISKS**

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

## **8.0 ENGAGEMENT/CONSULTATION**

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

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

## **9.0 EQUALITY IMPLICATIONS**

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

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

## **10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

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

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## **APPENDICES**

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

## **BACKGROUND PAPERS**

Assessing the Impact of Car Parking Charges on Town Centre Footfall; prepared for the Welsh Government (mruk March 2015)  
<http://212.219.240.82/documents/s500000201/Appendix%202.pdf>

Business Recovery Survey (NorthWest Research & Strategy July 2020)  
<https://growthplatform.org/wp-content/uploads/2020/09/Business-Recovery-Summary-Report.pdf>

In-Town Parking: What Works (ATCM July 2014)  
<https://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf>

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

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

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

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

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

<b>Country Parks</b>	<b>Post Code</b>	<b>No. of spaces</b>	<b>Blue Badge</b>	
Arrowe Country Park	CH49 1SX	60	0	1,695
Wirral Country Park	CH61 0HN	150	12	7,913
Eastham Country Park	CH62 0BH	155	0	3,618

Royden Country Park	CH48 1NP	160	0	7,492
			TOTAL	<b>£20,718</b>
<b>On-Street</b>				
<b>Birkenhead Controlled Parking Zone</b>				
				TOTAL <b>£326,849</b>

(when charges were suspended for most of the year)

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

Parking Tariff			
2018/19	2019/20		
7,128	11,606	Up to 1 hour	50p
67,350	72,493	Up to 2 hours	£1.00
25,434	22,216	All day	£2.00

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

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

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

### NOTES:

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

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

nearest 10p

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

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



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**APPENDIX 3 - OTHER CAR PARKING CHARGING OPTIONS**

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

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

## ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 14 June 2021

<u>Present:</u>	Councillor EA Grey (Chair)	
Councillors	H Collinson S Foulkes C O'Hagan I Williams B Berry	M Collins S Mountney L Rowlands C Cooke A Brame (In place of A Corkhill)

### 1 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.

### 2 APOLOGIES

Councillor Andy Corkhill had given apologies for absence and had been substituted by Councillor Allan Brame.

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

There were no declarations of interests.

### 4 MINUTES

The Chair proposed an amendment to the minutes and requested that in the Hoylake Beach management update (minute 47) resolution (3), the words 'the specification for the continuation of non-vegetation management activities at Hoylake beach, as set out in Appendix C to this report be approved, and' be removed as they were intended to be removed and replaced by an amendment made at the meeting so leaving them in was an error and misleading.

This was seconded by Councillor Steve Foulkes.

**Resolved (by assent) – That the minutes of the meeting of the Environment, Climate Emergency and Transport Committee held on 16 March 2021 be approved and adopted as a correct record subject to the words 'the specification for the continuation of non-vegetation management activities at Hoylake beach, as set out in Appendix C to this report be approved, and' in the Hoylake Beach management update (minute 47) resolution (3) being removed.**

## PUBLIC QUESTIONS

There were two questions from the public.

### **Question from Charlotte Smith:**

Access to Hoylake Beach via the slipways is severely restricted by the build-up of grass, weeds, dandelions and watercress. This is particularly noticeable at King Gap entrance to Hoylake Beach and the old lifeboat slipway with excess sand blocking safe access to the beach. Wirral Council is in breach of the Equality Act 2010 (Section 149, schedule 12) by not providing safe access to the beach for disabled people, myself included. Will the Environmental Chair commit to legal obligations by clearing all slipways to allow safe access immediately within the next month?

### **Answer from Councillor Liz Grey:**

Thank you for your observations regarding Kings Gap Slipway and the slipway at Alderley Road. For information the slipways do not form part of the adopted highway and therefore do not have the same maintenance standards as exist for the highway. The slipways act as an interface between the natural and man-made environment and users are made aware of the hazards present through the adjacent signage. This is the standard approach taken at all locations on the Wirral coast. The slipways are all inspected regularly, the most recent inspection on 2<sup>nd</sup> June 2021 identified that whilst sand and some vegetation growth at Kings Gap Slipway was observed, the conditions on the slipway were similar to those that would be encountered on the foreshore. I do agree with you that disabled access should be a priority and we as a Council voted to aim for Blue Flag status on our beaches. This will require us to ensure that we have good quality disabled access and I'm sure this will inform our plans when we reach that stage of the engagement and consultation process.

Officers have assessed your allegation and in their view they do not believe that the Council has breached the Equality Act 2010. The build up of sand will continue to be reviewed during future inspections however we are currently unable to remove or move any sand on the foreshore as we no longer have permission from Natural England to do this. A new application for assent, with supporting Habitat Regulations Assessment, is being prepared for submission to Natural England. We need to do this as Hoylake beach forms part of North Wirral Foreshore Site of Special Scientific Interest.

Basically we need permission to move sand.

### **Supplementary Question**

Will the chair agree to designate a section of Hoylake Beach made available for local events to be exempted from SSI restrictions to continue on the beach such as the Tug of War, Bonfire Night and the Volley Ball team and organisers can make the area safe for recreational use. Natural England has stated after all that an Amenity Beach can be raked.

### **Supplementary answer**

I'm glad you refer to the Natural England report and their references to an amenity beach and I would urge all interested parties to read that Natural England report especially the references to an amenity beach which you do seem to have interpreted differently from most other people.

Natural England is the Government's statutory nature conservation adviser and is responsible for enforcing laws that protect wildlife and the natural environment which includes North Wirral Foreshore Site of Special Scientific Interest (SSSI) covering Hoylake Beach. As such Wirral Council has no powers to exempt areas of the SSSI from the regulations that cover it.

Permission must be sought from Wirral Council for any activities which have the capacity to harm the SSSI and before the Council grants permission they must in turn obtain consent from Natural England having assessed any request in accordance with the Conservation of Habitats and Species regulations 2010.

The second question was from asked by the Chair on behalf of **Gillian Homeri** who could not attend.

### **Question from Gillian Homeri:**

Could you please confirm that when deciding the future if Hoylake Beach, this Council will stick to the science and the evidence and not be swayed by negative campaigning and bombardment from those who wish to ignore the facts and mislead the public? Can you promise to abide by the advice of Natural England and do what's right by the people of Wirral in an environment and climate emergency and protect both nature and residents from the threats they face.

### **Answer from Councillor Liz Grey:**

Hoylake beach is changing naturally and it is becoming increasingly difficult for it to be effectively managed in a way that would gain assent from Natural England. The Council, as landowner, also has a statutory duty to further the conservation and enhancement of the SSSI. Through the work we are doing and with the findings of the independent Ecology and Geomorphology study later in the year – combined with public consultation – we will find the most effective solution, taking into account advice already received from Natural England and the regulations in place to protect the SSSI, to manage Hoylake beach in the long-term.

## **6 STATEMENTS AND PETITIONS**

One petition had been received from Alex Lomas regarding traffic safety in Alfred Road, Oxton.

I'm here representing the families and residents of Alfred Road in Oxton.

Over the past two years we've seen the number of cars, vans and even HGVs using our residential street as a thoroughfare increase tenfold to avoid the lights on Oxton Road. A major catalyst we believe was the building of the Lidl supermarket which is situated on the cross road of Balls Road and Oxton Road. The street has become home to a growing number of families over the past few years. It changed from predominantly being flats before. Those families have children at toddler age and school children age and we strongly believe that if we don't act soon there could be disastrous consequences as the speeding traffic travelling down the road is in our opinion at a critical point and needs to be addressed. Following a number of near misses and numerous damaged vehicles on the street I decided that it was time that I reached out to the residents and we set up a petition and of a street of approximately 24 houses I think it speaks in volumes that there is over 46 supporters that everyone had the same growing concerns. We'd love for our street to be considered for a pilot for the low traffic neighbourhood or Play Street Scheme. A simple bollard at one end would cost very little but would transform our street and the lives of the families and the children. I've seen this happen in many other parts of the country but unfortunately in Wirral it seems it is very slow for it to happen and I'd like to ask could we please have a bollard?

The Chair reaffirmed that the Committee took road safety very seriously and would ensure that he got a full response.

## 7 QUESTIONS BY MEMBERS

There were no questions by Members.

## 8 CAR PARKING CHARGES OPTIONS REPORT

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

Members debated whether there was sufficient information in the report to enable them to come to a decision. They noted that it was a challenging target and any change would upset some residents and could increase parking in

residential areas to avoid charges, but the alternative saving options included reductions in staffing, golf courses, refuse collection and leisure centres. There was a specific requirement from Government to comply with budget plans in order to gain funding to offset Covid-19 income losses.

Councillor Chris Cooke made a proposal for agreeing options 1, 3 and 4 which were:

1. Introduce charges into off-street car parks that are currently Free i.e.; Bromborough, Bebington, Irby, Hoylake, New Brighton etc.
3. Introduce parking charges into coastal locations e.g. New Brighton, West Kirby, Leasowe, Hoylake.
4. Standardised Charges. to implement a new and standardised tariff structure across all existing and any new charging locations, both on and off-street.

And also to standardise charges across the Borough.

Councillor Liz Grey seconded the proposal.

**Resolved (6:4 with one abstention):**

**That this Committee**

- (1) **agrees to adopt car parking charging options 1,3 and 4 and to standardise charges at: £1 for up to one hour, £2 for up to two hours, £3 for up to three hours, £4 for up to four hours and £5 for over four hours or all day parking; and**
- (2) **delegates authority to the Director of Neighbourhood Services to implement the decision of this Committee and the parking charges options selected as soon as is reasonably practicable.**

9

## **CARBON BUDGETS: 2019/20 BASELINE TO 2027/28**

The Head of Environment and Climate Emergency, Mike Cockburn, introduced this report which detailed proposals for reinstating the Carbon Budget and proposed annual emissions limits (the Carbon Budgets) to allow the Council to measure its progress towards carbon net zero by 2030 as included in the Environment and Climate Emergency Policy.

Members were reassured that the target was difficult but was regarded as achievable by the external expert. The pandemic had helped in 2020 but future performance would require changes in many aspects of Council work such as building use, fleet operations, staff journeys, energy source.

**Resolved – That**

- (1) **the proposed Carbon Budgets from 2020/21 to 2027/28 be approved;**
- (2) **the Annual Carbon Budget Performance Reports are tabled in June each year.**

## **10 CARBON BUDGET PERFORMANCE REPORT 2020/21**

The Head of Environment and Climate Emergency, Mike Cockburn, introduced this report which was the first annual Carbon Budget Performance Report and covered the 2020/21 financial year. It showed actual emissions compared against the 2020/21 Carbon Budget Target. This allowed the Council to measure progress towards its target of carbon net zero by 2030 as included in the Environment and Climate Emergency Policy. The Carbon Budget Target for 2020/21 was 10,349 tonnes CO<sub>2</sub>e and actual emissions were 9,424 tonnes CO<sub>2</sub>e. The reduction in emissions was achieved because of reduced use of Council assets due to the pandemic. Emissions associated with use of electrical energy had also reduced because of continuing 'decarbonisation' of national grid electricity.

**Resolved –**  
**That Carbon Budget Performance Report 2020/21 be noted.**

## **11 PROGRESS UPDATE ON BIODIVERSITY ACTIONS**

The Director of Neighbourhoods introduced this report. The Committee had approved the Council's Environment & Climate Emergency Policy at its previous meeting in March and since then officers had been developing the arrangements to progress the Policy's objectives and commitments. This report provided the Committee with an update on progress being made with the biodiversity, the biological variety and variability of life, aspect of the Policy. The report focused on 2 of the Council's biodiversity commitments within the policy, the 'Tree, Woodland and Hedgerow Strategy,' which was launched in July 2020 and 'Transforming our Open Spaces and Enhancing Biodiversity,' including the current position with the development of the Council's pollinator plan for roadside verges and parks green spaces and the new approach to grounds maintenance with a blend of reduced grass cutting and cessation of maintenance regimes being implemented during 2021-2022.

Members had noted messages of approval from residents about the policy and actions but had particular concerns, notably the rewilding of residential areas near river banks which made movement difficult and appeared to be attracting pests.

The Chair thanked officers who had undergone a compete change in how their work was judged, from aiming at neatness to encouraging insects and wild flora.

Councillor Bruce Berry proposed an additional resolution that 'this Environment, Climate Change and Transport Committee requests officers to revisit the rewilding policy with a view to reintroducing maintenance programs in residential areas and in particular areas close to river banks such as the Arrowe Brook and the River Birkett both of which have seen an increase in

rodent activity and dogs plagued by ticks from the long grass since the cessation of grass cutting. We also seek assurance that long grass once cut is collected and removed off site.'

This was seconded by Councillor Michael Collins.

In response to questions officers confirmed that there would be a budget implication for this and there was no machine to collect and remove grass cuttings off site but they could revisit the issues as part of the review.

The proposal was put to the vote with four for, six against and one abstention so was declared lost.

Councillor Liz Grey proposed an additional recommendation:

"(3) Learning from the work in this report, Committee requests regular engagement and consultation in Communities through their elected representatives."

This was seconded by Councillor Steve Foulkes.

**Resolved (10:1) - That**

- (1) **the contents of the report on the progress being made against the Council's biodiversity commitments be noted.**
- (2) **note the development of the Council's Pollinator Plan and request that the Director presents the Plan to Committee for approval this autumn.**
- (3) **learning from the work in this report, Committee requests regular engagement and consultation in Communities through their elected representatives.**

## 12 2021/22 BUDGET MONITORING AND 22/23 BUDGET PROCESS

The Director of Resources presented this report which highlighted the processes for monitoring the 2021/22 budget and the budget setting process for 2022/23. The Committee was accountable for ensuring that the committee budget remained within the relevant envelope and was to take collective responsibility via the Policy and Resources Committee to ensure that the whole Council budget remained in balance at all times, by agreeing mitigating actions to bring the budget back in line, should a deficit be forecast.

One of the key documents required to enable the Council to receive approval for exceptional financial support was a balanced five-year medium term financial plan (MTFP). This document was prepared by Officers and required committee oversight and approval, with proposals being taken to workshops and then in further report to Committee.

**Resolved - That**

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

**13 CAPITAL AND REVENUE BUDGET MONITORING QUARTER 4**

The Director of Resources introduced this report which provided Members with an overview of budget performance for the Committee's area of activity. The financial information detailed the year-end revenue and capital outturn position, as reported at quarter 4 (Apr-Mar) 2020/21.

The revenue position was a £4.3 million overspend mainly due to the loss of car parking income. Also, major capital schemes had been paused so the Council couldn't charge capital salaries to them, and officers were diverted from their oral duties to help deal with the emergency response to the pandemic. The total was a portion of the total council overspend going to Policy and Resources Committee on 30 June. There had been some grant support centrally from Government but not all income had been eligible, so of £16 million losses around £11 million was compensated.

**Resolved –**

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

**14 APPOINTMENT OF PANELS, STATUTORY / ADVISORY COMMITTEES AND WORKING PARTIES 2021/2022**

The Head of Legal Services presented this report which was to enable the Committee to review the need for various panels, statutory / advisory committees and working parties, and to arrange for the appointment of Members to them.

**Resolved –**

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

**15 APPOINTMENTS TO WIRRAL FLOOD & WATER MANAGEMENT PARTNERSHIP**

The Head of Legal Services presented this report which was to enable the Committee to appoint members and possibly named deputies to the Wirral Flood and Water Partnership for 2021/2022.

**Resolved –**

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

**16 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.

Councillors suggested the following updates to the Programme:

- Tree contract qualitative presentation following the awarding of the contract in 2020, to include criteria for decisions to remove trees, processes and volumes.
- update on road safety strategy and road safety recommendations made by the Road Safety Working Group
- ‘No Mow May’ review
- Recycling and upcycling updates
- Active travel items to return subject to discussions with the Chair of Economic, Regeneration and Development Committee
- update on the collaboration between the Council and litter pickers

**Resolved –**

**That the work programme for the remainder of the 2021/22 municipal year be noted with the suggested items added.**

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## ! Metropolitan Borough of Wirral

### CALL-IN

**Decision to be called in:**

Date of decision:	14/06/2021
Decision maker:	Environment, Climate Emergency and Transport Committee
Decision:	Car Parking Charges Options Report

**Reason(s) for call-in:**

We request a review of the decision published on 15 June 2021 to adopt car parking charging options 1, 3 and 4 within the report, in view of the significant public opposition expressed in the short time frame since the decision was published.

While Wirral shops and small businesses in our retail and coastal areas have shared in the £200 million given to Wirral Council to support them, the economic recovery of Wirral's businesses is not yet assured. It is recognised that business demand will be 55% below pre covid levels for 12 months and introduction of these increased charges will reduce demand by a further 30%. Council have not undertaken any studies to determine the economic impact to our local businesses that the implementation of these charges will bring. Many businesses are on the edge of failure, and they are depending on a profitable summer period. Any reduction in footfall could be catastrophic to businesses at this time.

We are aware of the great sacrifices made and the suffering many of our residents have been through and are still experiencing. It is clear that both individuals and businesses have suffered alike. We now have to face up to the impact that the pandemic has had on our physical and mental health. The implementation of these parking charges will reduce the options open to many of our residents to improve both their mental and physical health by accessing our open and community spaces. Those most impacted during the pandemic will now have their leisure options significantly impacted upon.

The introduction of car parking charges in coastal areas at this time appears particularly ill-conceived, not only creating a stealth tax on our residents' leisure time but also causing upset and worry for local people concerned about displaced parking into residential streets at various locations across the Borough.

We believe that alternative options for funding this revenue stream have not been properly explored and would welcome the opportunity to explain this further to the Decision Review Committee.

Councillor's Name	Signature
Tom Anderson	

Bruce Berry	
Max Booth	
David Burgess-Joyce	
Helen Cameron	
Ivan Camphor	
Mike Collins	
Tony Cox	
Wendy Clements	
Andrew Gardner	
Jeff Green	

Paul Hayes	
Andrew Hodson	
Kathy Hodson	

Jenny Johnson	
Mary Jordan	
Ian Lewis	
Simon Mountney (lead signatory)	
Cherry Povall	
Lesley Rennie	
Les Rowlands	
Steve Williams	
Alison Wright	

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## ! Metropolitan Borough of Wirral

### CALL-IN

**Decision to be called in:**

Date of decision:	14/06/2021
Decision maker:	Environment, Climate Emergency and Transport Committee
Decision:	Car Parking Charges Options Report

**Reason(s) for call-in:**

*The following members wish to Call in the decision of the Environment, Climate Emergency and Transport Committee with respect to the option 1 agreed by the committee relating to the introduction of car parking charges in the areas listed as Bromborough, Bebington, Irby, Hoylake, New Brighton, and 'etc'.*

*In so doing the following members believe that insufficient consideration has been given to*

- I) the impact on local shops which have traded throughout the pandemic and those that have been opened since April 12<sup>th</sup>*
- II) the risk that passing trade which requires very short stays will be deterred from these local centres which are convenient to their communities and not always adequately served by public transport*
- III) the impact that the cost of the proposed charges will have on those people who are employed in not only those shops but other services that operate from premises in those areas*
- IV) the risk that customers will be diverted away from local centres and go to nearby retail parks, especially in the case of Bromborough*
- V) the likelihood that parking will be diverted from the car parks in the shopping areas to the detriment of the amenities of residents in the surrounding areas and side streets*
- VI) the limited detail made available about the extent of any traffic regulation orders that might come forward as part of the consultation process*

*The decision review committee is further asked to explore whether the anticipated income from the standardised charges and coastal locations is likely to make a sufficient and substantial contribution to the income to justify the disruption it will cause to those local shopping centres.*

This decision is a damaging step to the local businesses that, based on the income projections, does not have to be taken.

<b>Councillor's Name</b>	<b>Signature</b>
Cllr Phil Gilchrist	
Cllr Chris Carubia	
Cllr Dave Mitchell	
Cllr Ian Lewis	
Cllr Stuart Kelly	
Cllr Alan Brame	

# Bromborough's future in the balance

# Bromborough – a ‘village’ that -

- meets local needs
- has a distinct identity  
and . . .
- has survived . . . so far





The map shows how close the retail park with ASDA and LIDL marked



Bromborough Village.  
The shops are marked in red, and the main car park  
is marked with a



# Bromborough's main car park

- On this day there were a number of empty spaces
- Will drivers avoid this car park?
- Where might they end up?



**ALLPORT LANE  
CAR PARK**



**Maximum stay 24 hours  
return prohibited  
within 1 hour**

**Penalty Charge   applies for**

- 1) Overstaying maximum time  
2) Goods vehicles over 1525kg  
3) Parking in a disabled bay without  
displaying a valid badge  
4) Parking outside the bay markings as  
indicated on the surface of the car park



Metropolitan  
Borough of Wirral

**Free for half  
a century . . .**

**There are other  
parking areas  
nearby . . .  
the Co-op is  
next to it . . .**

# Bromborough's co-op . . .

. . . own this car park  
. . . limit its usage –  
. . . it is, after all,  
really intended for  
their customers. . .





View from the Co-op...

It's right next to the main car park -  
a recipe for lost revenue and conflict



... this is just  
on the other  
side. . .

The pull in bay  
for the library  
and civic hall

Is this going  
to be used for  
short stays or  
non payers ?



Bromborough  
has welcomed  
people back. . .

So will our  
Council drive  
some away . . .  
. . . and make  
more shop just  
down the road. . .



14th July

## New Lidl store in Bromborough set to open 'late summer'



By Richard Garnett |  @garnster  
Audience and Content Editor

So far Bromborough **has** held its own against competition

- it provides a range of shops and services
- it does not need to be undermined



The unintended consequences for 'our village'

Undermining all the work to create and keep a vibrant area

more empty shops...



. . . moving parking to areas under pressure already. . .





and yet more  
unintended  
consequences. . .

affecting local  
services and  
opportunities. . .

Yes, we've  
been here  
before . . .

and, yes,  
councillors  
listened. . .



. . .and took decisions that helped us !

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15th February 2017

**End of the road for Wirral on-street parking charge plan as idea is scrapped**

*Exclusive by Craig Manning*

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