



Environment, Climate Emergency and Transport Committee

Date:	Monday, 30 January 2023
Time:	6.00 p.m.
Venue:	Committee Room 1 - Wallasey Town Hall

Contact Officer: Polly Price
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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 - 10)**

To approve the accuracy of the minutes of the meeting held on 30 November 2022.

5. PUBLIC AND MEMBER QUESTIONS

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

5.1 Public Questions

Notice of question to be given in writing or by email by 12 noon, 25 January 2023 to the Council's Monitoring Officer (via the online form here: [Public Question Form](#)) and to be dealt with in accordance with Standing Order 10.

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

5.2 Statements and petitions

Statements

Notice of representations to be given in writing or by email by 12 noon, 25 January 2023 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

Petitions

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

A petition has been received in relation to a crossing needed on Spital Road.

A second petition has been received in relation to twinning Birkenhead Park with Central Park, New York.

Please telephone the Committee Services Officer if you have not received an acknowledgement of your statement/petition by the deadline for submission. For more information on how your personal information will be used, please see this link: [Document Data Protection Protocol](#)

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. PROPOSED 20MPH SPEED LIMIT SCHEME - PHASE 1 (Pages 11 - 92)

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

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

7. BUDGET SETTING 2023/24 (Pages 93 - 176)

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

8. WORK PROGRAMME (Pages 177 - 184)

9. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

The following items contain exempt information.

RECOMMENDATION: That, under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined by paragraph 3 of Part I of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

10. BUDGET SETTING 2023/24 EXEMPT APPENDICES (Pages 185 - 194)

Terms of Reference

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

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Wednesday, 30 November 2022

Present: Councillor EA Grey (Chair)

Councillors S Foulkes H Gorman
T Smith N Graham
A Gardner O Osanlou
L Fraser C Davies (In place
V Wilson of S Percy)

In attendance: Councillors J Williamson
T Cox

39 **WELCOME AND INTRODUCTION**

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

40 **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.

41 **APOLOGIES**

Apologies for absence were received from Councillor Sue Percy who was deputised by Councillor Chris Davies. Councillor Tony Cox was also in attendance.

42 **MINUTES**

Resolved – That the minutes of the meeting held on 20 October 2022 be approved and adopted as a correct record.

43 **PUBLIC AND MEMBER QUESTIONS**

43.1 **Public Questions**

The Chair indicated that 6 questions had been received, a number of which were in relation to agenda item 6 – Hoylake Beach Management – Approval of consultation report and final consultation outcomes.

Anne Ardern submitted a question about why the “do nothing” option has been discounted from the beach management scheme.

Lorna Humphreys sought clarification on whether spending large sums of money raking parts of Hoylake beach was appropriate given the unprecedented level of debt the Council was facing.

Charlotte Smith attended the meeting and queried why an option for an amenity beach had not been put forward, she emphasised that as someone who was disabled and had suffered from mental health issues, she felt excluded from accessing the beach as it was.

A supplementary question was asked about the working relationship between Wirral Borough Council and Natural England and whether Natural England had visited Hoylake Beach to assess the serious public safety risks that the beach posed to both humans and wildlife. The Chair agreed to provide a written response.

The Chair responded to all the above questions that a motion was to be put forward during the consideration of the Hoylake Beach Management item that she felt would answer all their questions.

Julian Priest asked a question about the method of plant removal in the pioneer zones and whether this involved raking or digging which would only disrupt and exacerbate the spread of vegetation

The Chair sought clarification from the Senior Manager of Flood and Coastal Risk Management who stated that the method of vegetation removal advocated through the management options was by mechanical means.

A supplementary question was raised on the legality of this option given that this would exacerbate the spread of vegetation.

The Chair outlined that the Council would take legal advice and refinements from Natural England to ensure no illegal action was taken on the beach.

Ruth Molyneux asked a question regarding pedestrian safety on New Chester Road and why safety railings had not been provided at one crossing on the road.

The Chair responded that an independent safety audit had been carried out on the layout during the residential development in 2017 and that this had not identified the requirement for guardrail which was there to direct pedestrians

to cross at safe locations rather than to protect pedestrians from errant vehicles. The collision data records for this location had been reviewed and indicated no pedestrian or cyclist injury collisions recorded at this junction within the last 5 year study period.

43.2 **Statements and petitions**

No statements or petitions had been received.

43.3 **Questions by Members**

There were no questions by Members.

44 **HOYLAKE BEACH MANAGEMENT - APPROVAL OF CONSULTATION REPORT AND FINAL CONSULTATION OUTCOMES**

The Chair welcomed the officers from Natural England, who were the governments advisors for the Natural Environment, who had attended the meeting to assist Members with any queries they had.

The Assistant Director of Parks and Environment introduced the report of the Director of Neighbourhood Services which provided Members with the results of the initial consultation exercise relating to Hoylake Beach Management and also proposed two beach management options for further consultation. The report set out the process and results from the initial consultation and this along with ecological and geomorphic studies and discretionary advice from Natural England was used to develop a range of management options.

Members sought clarification on refinements that Natural England may make on the proposed options in order to give assent and these included things such as development of a vegetation management plan and consideration of implementation of board walks and designated walking paths to protect existing and emerging vegetation amongst other refinements.

In response to queries from Members regarding the possibility of an option of a portion of the beach being raked into an amenity beach whilst still maintaining a natural area, Natural England outlined they would not be able to say whether that would gain assent or not but that proposals would be assessed and considered against the environmental tests which must determine there would be no adverse effect on the integrity of the site.

Councillor Liz Grey proposed a motion, seconded by Councillor Steve Foulkes that -

Committee requests the Director of Neighbourhoods to work closely with NE and MEAS to refine as appropriate the following two options, which ECET committee feels better reflect the consultation findings and the strength of feeling among the local population while keeping within the law. Committee requests that both options be costed and include a thorough review of potential drainage improvement works that might be needed:

1. An option to work with natural processes along the entire beach but with a focus on greatly improved access for all and clearance of slipways.
2. An option, similar to the Royal Haskoning Report of 03 November 2022, reference PC2553-RHD-ZZ-XX-RP-Z-0001" option 3, but with reduced vegetation clearance. This could involve 'do nothing' from Red Rocks to Trinity Road and 'do everything' from Trinity Road to the RNLI station.

Committee urges officers and NE to consider the protection of nature but also the need to heal a sorely divided local population. Any options proposed for final public consultation must meet NE full approval.

Committee appreciates the scientific evidence that shows clearly that beach levels are rising and that this facilitates the growth of vegetation on what is now essentially dry land most of the time. Committee understands the rich diversity of plants growing in this location and the degree of national and international legal protection this habitat is given. Having no wish to break the law or jeopardise the natural world and the benefits this offers the local community, including economic benefits, Committee requests the Director of Neighbourhoods to explore with NE the possibility of best enabling as many people as possible to appreciate this beach, however they may currently understand the term "beach", while the Council and its partners continue the process of engagement and education with all stakeholders.

Committee's concern for the wellbeing of the local community matches our concern for best practice in beach management and long-term protection of nature. Committee believes that it is in the best interests of community cohesion and wellbeing if some vegetation removal could be considered alongside that which may need to be considered for the proper use of the RNLI hovercraft to save lives at sea. Committee also believes that in removing some vegetation, the remaining vegetation would be far better protected from the misguided and illegal activities of which we have been notified in recent years, including in recent weeks. This has included reports of diggers and strimmer's being taken onto the beach as well as the spraying of chemicals, all without permission. People have also bragged on social media of their efforts to remove vegetation by hand. Committee believes that such behaviour would cease were a small "amenity beach" to be provided, with vegetation removed to the promenade wall. Should the level of protection afforded to any species of plants there become a barrier to this, then a buffer zone could be created to protect specific plants or habitats without highlighting individual examples, removing the necessity to completely reject vegetation removal per se.

Committee accepts the need to prepare a mitigation plan with expert advice and for this to be monitored with experts and we request that officers work

closely with NE and other local environmental experts, including MEAS, to assess how and where this might be possible and appropriate and Committee requests that the Director of Neighbourhoods works closely with NE and any other relevant bodies to assess the drains that empty onto the beach and arrange for any remedial or diversion works, if needed and as appropriate.

Following a debate on the motion, the meeting adjourned at 20.08pm.

The meeting resumed at 20.26pm.

Councillor Andrew Gardner moved, seconded by Councillor Tony Cox that –

Given the overwhelming support on Wirral for a compromise, all options that have been democratically put forward by elected representatives on Wirral, be presented by officers to Natural England for negotiation and a report brought back to the Committee on the outcome of those negotiations.

The Committee moved to a vote on the motion put by Councillor Liz Grey where it was carried (6:4) (1 abstention).

The Head of Legal Services outlined that as the second motion was wider than the motion that had just carried, it then fell.

Resolved (6:4) (1 abstention) – That

Committee requests the Director of Neighbourhoods to work closely with NE and MEAS to refine as appropriate the following two options, which ECET committee feels better reflect the consultation findings and the strength of feeling among the local population while keeping within the law. Committee requests that both options be costed and include a thorough review of potential drainage improvement works that might be needed:

- 1. An option to work with natural processes along the entire beach but with a focus on greatly improved access for all and clearance of slipways.**
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Committee urges officers and NE to consider the protection of nature but also the need to heal a sorely divided local population. Any options proposed for final public consultation must meet NE full approval.

Committee appreciates the scientific evidence that shows clearly that beach levels are rising and that this facilitates the growth of vegetation on what is now essentially dry land most of the time. Committee understands the rich diversity of plants growing in this location and the degree of national and international legal protection this habitat is given. Having no wish to break the law or jeopardise the natural world and the benefits this offers the local community, including economic benefits, Committee requests the Director of Neighbourhoods to explore with NE the possibility of best enabling as many people as possible to appreciate this beach, however they may currently understand the term “beach”, while the Council and its partners continue the process of engagement and education with all stakeholders.

Committee’s concern for the wellbeing of the local community matches our concern for best practice in beach management and long-term protection of nature. Committee believes that it is in the best interests of community cohesion and wellbeing if some vegetation removal could be considered alongside that which may need to be considered for the proper use of the RNLI hovercraft to save lives at sea. Committee also believes that in removing some vegetation, the remaining vegetation would be far better protected from the misguided and illegal activities of which we have been notified in recent years, including in recent weeks. This has included reports of diggers and strimmer’s being taken onto the beach as well as the spraying of chemicals, all without permission. People have also bragged on social media of their efforts to remove vegetation by hand. Committee believes that such behaviour would cease were a small “amenity beach” to be provided, with vegetation removed to the promenade wall. Should the level of protection afforded to any species of plants there become a barrier to this, then a buffer zone could be created to protect specific plants or habitats without highlighting individual examples, removing the necessity to completely reject vegetation removal per se.

Committee accepts the need to prepare a mitigation plan with expert advice and for this to be monitored with experts and we request that officers work closely with NE and other local environmental experts, including MEAS, to assess how and where this might be possible and appropriate and Committee requests that the Director of Neighbourhoods works closely with NE and any other relevant bodies to assess the drains that empty onto the beach and arrange for any remedial or diversion works, if needed and as appropriate.

45 POLLINATOR STRATEGY

The Strategic Manager of Parks and Countryside introduced the report of the Director of Neighbourhood Services which sought the approval of the Wirral Pollinator Strategy which supported the Council’s biodiversity commitment.

The strategy had been developed to ensure the Council and its residents, businesses and landowners were provided with information to help to protect and increase pollinator populations. The strategy spoke to the national strategy and addressed the recent Environment Act 2021 which placed a duty on Local Authorities to enhance biodiversity and to protect and encourage pollinators.

Members thanked officers for their work and noted the report contained a lot of interesting information and captured the context of why the Council needs a Pollinator Strategy.

Councillor Andrew Gardner proposed a motion, seconded by Councillor Tony Cox that –

Committee resolves that recognised official and affiliated park groups to the Council can be impacted in their work by “No Mow May” and such groups can apply for exemption from “No Mow May” providing that they produce a pollinator policy that will describe how they will otherwise prosper pollinators in lieu of “No Mow May”.

A discussion ensued where officers outlined that “No Mow May” had two purposes, one to promote pollinators and second was that budget options agreed included reduced grass cutting with certain exemptions. It was reported that officers were in the process of meeting with the parks friends’ groups to see what mitigation could be done.

The Committee moved to a vote on the motion from Councillor Andrew Gardner, it was put and lost (4:7).

On a motion by Councillor Liz Grey, seconded by Councillor Tony Smith it was –

Resolved (unanimously) –That the Wirral Pollinator Strategy be approved, and officers and their partners, Wirral Wildlife, MEAS and New Ferry Butterfly Park be thanked for their hard work on this excellent report.

46 WEED CONTROL

The Strategic Manager of Parks and Countryside introduced the report of the Director of Neighbourhood Services which provided an overview of the appraisal exercise undertaken to consider options for future weed control across the borough. The Environment, Climate Emergency and Transport Committee approved the Council’s Weed Control Measures options appraisal in September 2021 for a one year contract with a further one year extension, this report sought approval for the one year extension to further investigate and action alternative methods of weed control.

In response to a Member query on how much weeding officers expected to undertake with machinery, it was reported that this was something still be worked upon, officers were keen to use machinery in alleyways where there was a reduced risk of stone chips causing damage, from this officers could identify how quickly the machinery could work through an area depending on weed density, this would then be scaled up and applied across the Wirral to find this figure.

On a motion by Councillor Liz Grey, seconded by Councillor Steve Foulkes, it was -

Resolved – That

- (1) the current weed control contract with ManCoed Ltd at a cost of £260,000 for one year be extended.**
- (2) the continued exploration of alternative options for weed control be endorsed, including the provision of an ‘in-house’ multi-disciplinary service and a further report including options and costs be brought to a future committee.**
- (3) the Director of neighbourhoods be requested to engage residents in relation to the issue of ideas for controlling weeds.**

47 **UPDATE - WIRRAL ALLOTMENT PARTNERSHIP STRATEGY**

The Strategic Manager of Parks and Countryside introduced the report of the Director of Neighbourhood Services which provided an update on the progress against the recommendations of the report brought to the Committee in October 2020.

The Wirral Allotment Partnership Strategy reviewed Wirral Council’s Allotment provision with the intention of providing allotments throughout the borough in the most cost-effective manner. The report detailed the number of people on the waiting list for an allotment, capital programme sites under development and raised beds that had been developed.

In response to queries from Members about how the Council intended to meet the demand for allotments it was outlined that the strategy aimed for 1000 units, there were sites under development and the possibility of half plots on the larger plots was being explored and that work with Community, Voluntary and Faith sector organisations was encouraged to increase allotment provision.

Resolved – That the update report and progress made be noted.

48 **ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE PERFORMANCE REPORT**

The Director of Neighbourhood Services introduced the report which provided a performance update in relation to Environment and Climate Emergency and Highways and Infrastructure. As part of the previous item, Members had asked for a breakdown of allotment provision by ward, and this could be included in the performance report going forward.

Members queried the capital spend in highway maintenance, it was reported that most activity in this area takes place during the summer months so although the report showed that there was significant underspend in this area, work that had been undertaken was being processed by finance currently.

Further information was requested on pavement conditions across the borough and future reports would incorporate more information on this subject.

Resolved – That the report be noted.

49 **QUARTER 2 BUDGET REPORT**

The Senior Finance Business Partner introduced the report of the Director of Neighbourhood Services which set out the financial monitoring information for the Environment, Climate Emergency and Transport Committee as at quarter 2 of 2022-23. As at the end of September 2022 (Quarter 2), the forecast outturn position for the Environment, Climate Emergency and Transport Committee was £2.434m adverse against a budget of £63.907m. £0.560m of this relates to an adjustment for the proposed 2022/23 pay award. The report gave a summary of progress on the delivery of 2022-23 savings with £1.555M either delivered or on track to be delivered.

Members noted the energy efficiency capital programme was forecast to underspend and queried whether there was an energy efficiency strategy for each of the Council's assets. It was reported that there was a decarbonisation plan for buildings that were not efficient, and officers recognised that the asset strategy was building focussed and there was more work to be done on changing behaviours around energy efficiency.

Resolved – That

- (1) the forecast revenue position presented at Quarter 2 be noted.**

(2) the progress on delivery of the 2022-23 savings programme at Quarter 2 be noted.

(3) the forecast level of reserves at Quarter 2 be noted.

(4) the forecast capital position presented at Quarter 2 be noted.

50 **WORK PROGRAMME**

The Chair introduced the report which provided the Committee with an opportunity to plan and review its work across the municipal year.

In response to a query from a Member, the Director of Neighbourhood Services clarified that there would be risk workshops scheduled in the new year.

The Chair requested that biodiversity training for elected members be added to the work programme and suggested this could go beyond the committee and all elected Members could be invited.

Resolved – That the Environment Climate Emergency and Transport Committee work programme be noted.



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 30 January 2023

REPORT TITLE:	PROPOSED 20MPH SPEED LIMIT SCHEME – PHASE 1
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report considers objections and comments of support submitted during the statutory consultation period for Phase 1 of the 20mph speed limit implementation project, which consists of 15 zones. The proposed 20mph speed limits apply to areas that are predominantly residential, retail, or educational. The zone boundaries for the relevant areas included in Phase 1 are included within Appendix A to this report. The list of individual roads and parts of roads affected are included within Appendix B. Consultation summary results and key themes with officers' responses are illustrated within Appendix E of this report.

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

This matter affects the following wards within Phase 1: Birkenhead & Tranmere, Prenton, Seacombe, Bidston & St James, New Brighton, Wallasey, Liscard, Rock Ferry, Bromborough, Eastham, Clatterbridge, Bebington, Heswall, West Kirby & Thurstaston, Oxtan, Claughton, Leasowe & Moreton East.

This matter is a Key Decision as it affects most wards within the borough.

RECOMMENDATION

The Environment, Climate Emergency and Transport Committee is recommended to approve the proposal to introduce 20mph speed limits on all of the roads listed in Appendix B to this report.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 Whilst the concerns raised by consultation respondents are noted and have been considered, the proposed 20mph speed limits will focus on creating safe and healthy street environments, which work well for all people and help them live active, healthy lives in areas of good air quality. It is anticipated that bringing in more 20mph speed limits on roads in the borough will help perception of improved road safety for all road users. 20 mph speed limits also reduce greenhouse gas emissions contributing to the Council's net zero objectives as part of its Climate Emergency declaration and can help make residential streets more pleasant and attractive places to live. The proposed scheme will also address the priorities of the Liverpool City Region Road Safety Strategy, the Council's Road Safety Working Group, Wirral 2021-26 Plan and climate emergency declaration.
- 1.2 The objective of the scheme is not just about introducing 20mph speed limits, it is also intended to provide better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. Local authorities may have historically planned transport schemes with vehicle use as a main consideration and this may have encouraged people to use cars. However, transport planning emphasis and government policy has now shifted towards making road networks more attractive for walking and cycling and safer for all road users.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Allocate the funding to a different scheme in the Borough. This is not considered appropriate as the introduction of widespread 20mph speed limits was identified as a key priority by the Council's Road Safety Working Group.
- 2.2 Do nothing. This is not considered an appropriate option given that the proposed scheme will address the priorities of the Liverpool City Region Road Safety Strategy, the Council's Road Safety Working Group, Wirral 2021-26 Plan and climate emergency declaration.

3.0 BACKGROUND INFORMATION

- 3.1 On the 1 March 2022 the Environment, Climate Emergency & Transport Committee approved the proposed City Region Sustainable Transport Settlement Combined Authority Transport Plan programme for 2022/23. As part of this resolution, it was approved to allocate funding towards schemes that meet the priorities identified by the Road Safety Working Group, including the implementation of borough-wide 20mph speed limits.
- 3.2 Following this decision, a feasibility study was carried out to consider the methodology to be applied for introducing 20mph speed limits in residential areas and suburban district centres across Wirral. This included 200 Automatic Traffic Counts (ATC) being taken at various locations across the borough, in order to compile vehicle counts and speed data. A phasing strategy and programme for the implementation of the zones was also compiled to identify which areas were to be progressed first using certain prioritisation criteria. For example, consideration was

given to the feel of the area, what amenities it contains, assessing the impact on surrounding roads and potential collision reduction.

- 3.3 In conclusion, a total of 52 zone areas were designated, covering all residential areas and roads where vulnerable road users might be prevalent, such as near to schools and in district centres across the whole borough. It is intended to deliver these zones over four separate phases and four financial years, subject to available resources. As part of Phase 1 of the scheme, 15 of these zones have been prioritised for progression in the 2022/23 financial year, using the criteria set out in paragraph 3.2. As part of the statutory legal process for introducing enforceable speed limits, the proposals for these areas were published during October and November 2022 with feedback from the public sought.
- 3.4 It is proposed to consider some roads for physical traffic calming measures once the impact of introducing the 20mph speed limit via signs and lines only is concluded. Areas where physical traffic calming measures might be necessary have been highlighted and reviewed together with the ATC data returned and those that may have future physical measures implemented will be determined objectively and progressed at a later date when financial resources permit.
- 3.5 During the consultation exercise referenced in section 8.0 below, individual objections were received as well as comments of support. The number of replies per zone is detailed within Appendix C.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The projected estimated cost of implementing the 15 zone areas, as part of the Phase 1 scheme delivery, is approximately £350,000. This will be funded entirely from grant provided through the City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan for 2022/23. There are no Council revenue budget or capital borrowing implications to deliver this scheme. All scheme development, consultation and preparation work has also been met from CRSTS grant-funding.

5.0 LEGAL IMPLICATIONS

- 5.1 The maintenance of highways, promotion of road safety and the management of traffic are statutory duties for the Council under the Highway Act 1980 and Traffic Management Act 1984.
- 5.2 The Council has a statutory duty to communicate and consult specific customers for highway improvement schemes where the Council intends to implement Traffic Regulation Orders (restricting access, waiting or parking); or to alter the speed limit under the Road Traffic Regulation Act 1984.
- 5.3 The Traffic Regulation Orders will be progressed or amended in accordance with the decision taken by this Committee.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources with support from external specialist advisors, will be used to deliver this project and staffing resource will be financed from the grant funding referenced in paragraph 4.1.

7.0 RELEVANT RISKS

- 7.1 Failure to undertake the proposed scheme would result in a failure to support the Council's existing corporate goals and objectives as well as the City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan (CATP). The Council would need to agree a re-allocation of CRSTS grant with the City Region and there is a risk of funding claw-back if this scheme is not progressed.
- 7.2 There are risks of negative public reaction to the proposals which will be mitigated by the development of an effective communications strategy, messaging and engagement campaign with Neighbourhoods officers working together with the Council's communications team.
- 7.3 Enforcement of speed limits, including 20mph zones, is by the Police and the Council has no powers to enforce. Risks about limited Police resources for deployment of enforcement were considered in previous reports and decisions to implement 20mph zones in the borough.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Due to the nature of the scheme and the zones encompassing large residential and business areas, it was agreed with Legal Services colleagues that the most effective consultation would be via publication of press releases, social media alerts, public notices and Wirral Council's engagement tool 'Have Your Say' website, which satisfied the consultation requirements listed under Section 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 also direct a minimum 21-day statutory consultation period for Traffic Regulation Order (TRO) schemes such as this. However, this period was extended to 28 days for this particular scheme, to allow extra time for feedback.
- 8.3 In addition, consultation was undertaken with Party Spokespersons, Ward Members, Active Travel Forum, Emergency Services, Freight Transport Association, Road Haulage Association and Merseytravel.
- 8.4 The statutory advertising process for the proposed Zone areas contained in Phase 1 included publication of notices on site throughout the relevant areas and in the Wirral Globe on a rolling basis of 3 zones per week over a 5-week period from 5 October 2022, with a 4 week feedback period for each zone. The deadline for feedback for the last 3 zones to be advertised was 30 November 2022. The advertising dates for each zone and the number of public notices placed throughout each zone are included within Appendix D to this report. There have also been numerous press releases directing the public to the "Have your say" webpage for this scheme, which provided background details, maps and other information along with the opportunity to take a survey and leave feedback. The public notices provided details of the

proposal and information on how to provide feedback. The public notices in the newspaper and on site are a statutory part of the process.

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 An Equality Impact Assessment (EIA) has been compiled. A copy can be found at: - <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 This scheme is proposed primarily to maintain safe access to, from and along the highway, so as to assist road safety for all pedestrians and promote active travel modes. The link between poor air quality, the climate emergency and emissions from vehicles is widely accepted. Introducing a 20mph speed limit on residential areas and within defined suburban district centres across the borough is intended to make areas feel safer and together with other interventions, such as walking and cycling schemes, encourage a modal shift away from the private motor car towards cleaner, more sustainable modes of transport, which will have a positive environmental and climate change impact.
- 10.2 The introduction of lower speed limits is recommended by NICE (National Institute for Health and Care Excellence) in their guidance 'Air Pollution: Outdoor Air Quality and Health' and its implementation will encourage a shift away from cars to more active travel. Less reliance on private motor vehicles can help provide equality of accessibility for local residents and businesses, help reduce local congestion, and improve safety for vulnerable roads users as well as improve health and air quality outcomes.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 This scheme will have a positive impact on supporting active travel and encouraging modal shift away from the private motor car. Evidence suggests that making changes that are good for walking and cycling are also good for local businesses and that local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.

REPORT AUTHOR: **Carl Amos**
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APPENDICES

Appendix A – Proposal Boundary Plans

Appendix B – List of roads and parts of roads proposed to become subject to 20mph speed limits

Appendix C – Graphics showing consultations feedback per zone

Appendix D – Advert dates for each Zone in Phase 1

Appendix E – Key findings and officer responses to objections

BACKGROUND PAPERS

Department for Transport Circular 01/2013 - Setting Local Speed Limits

<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Traffic Signs Regulations and General Directions 2016

<https://www.gov.uk/government/publications/traffic-signs-regulations-and-general-directions-2016-an-overview>

Research and analysis - 20 mph speed limits on roads

<https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>

This report is linked to the terms of reference for the Environment, Climate Emergency and Transport Committee, part 5.2 (b, c and d).

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee – Road Safety Working Group	16 March 2021
Environment, Climate Emergency and Transport Committee – Road Safety Update	7 September 2021
Environment, Climate Emergency and Transport Committee – Combined Authority Transport Plan Programme 2022/23	1 March 2022

APPENDIX A – PROPOSAL BOUNDARY PLANS

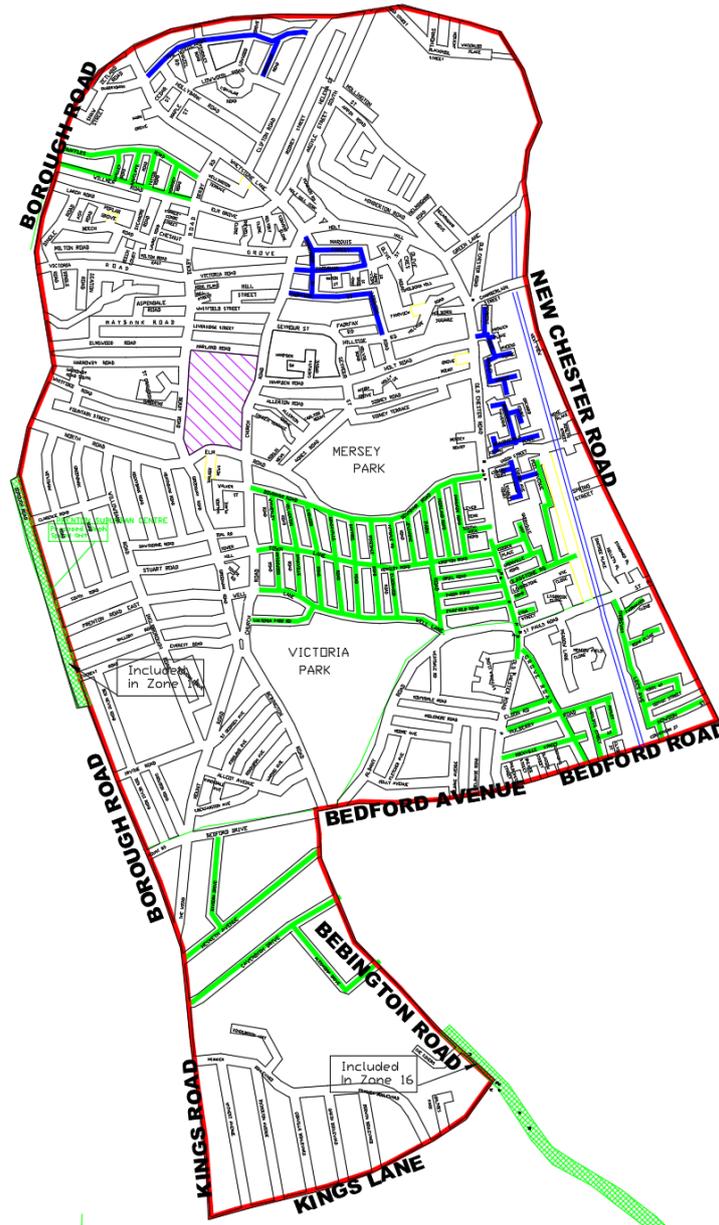
ZONE 2



Key

- Zone Boundary (All Adopted roads within to be included, unless otherwise stated)
- Existing 20mph Zone
- Roads with existing traffic calming features
- Healthcare Centre
- School
- Fire Station
- Ambulance Station
- Proposed 20mph - Suburban District Centres
- Hospital / Healthcare facilities

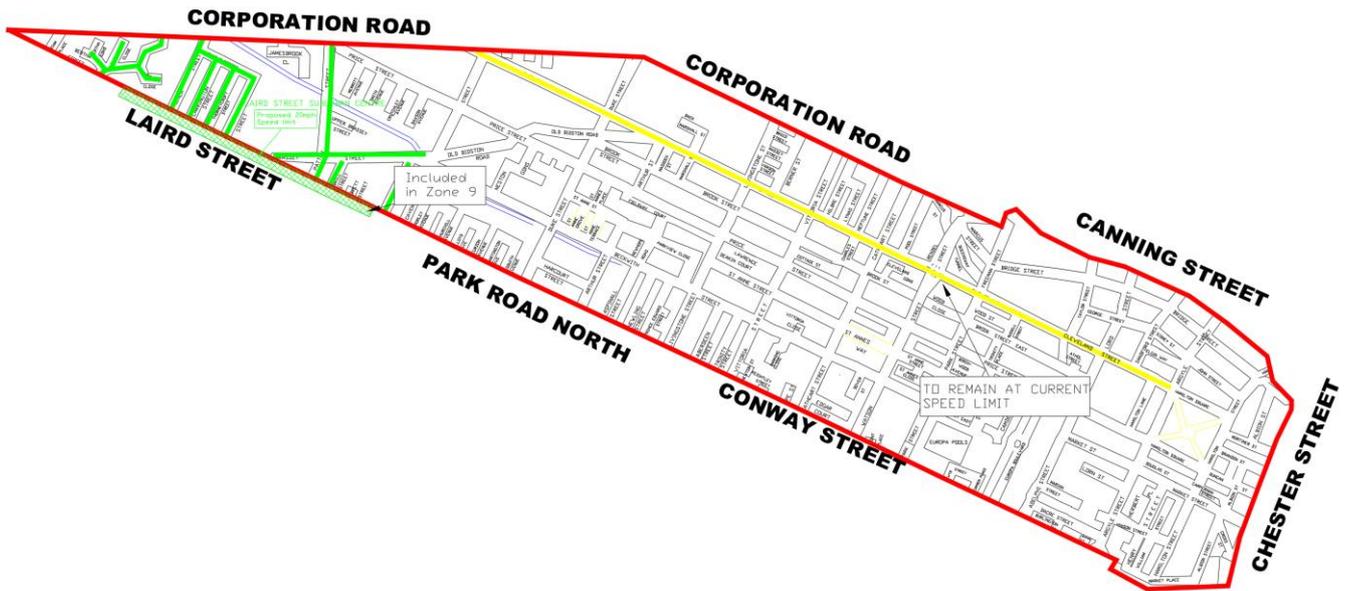
ZONE 14



Key

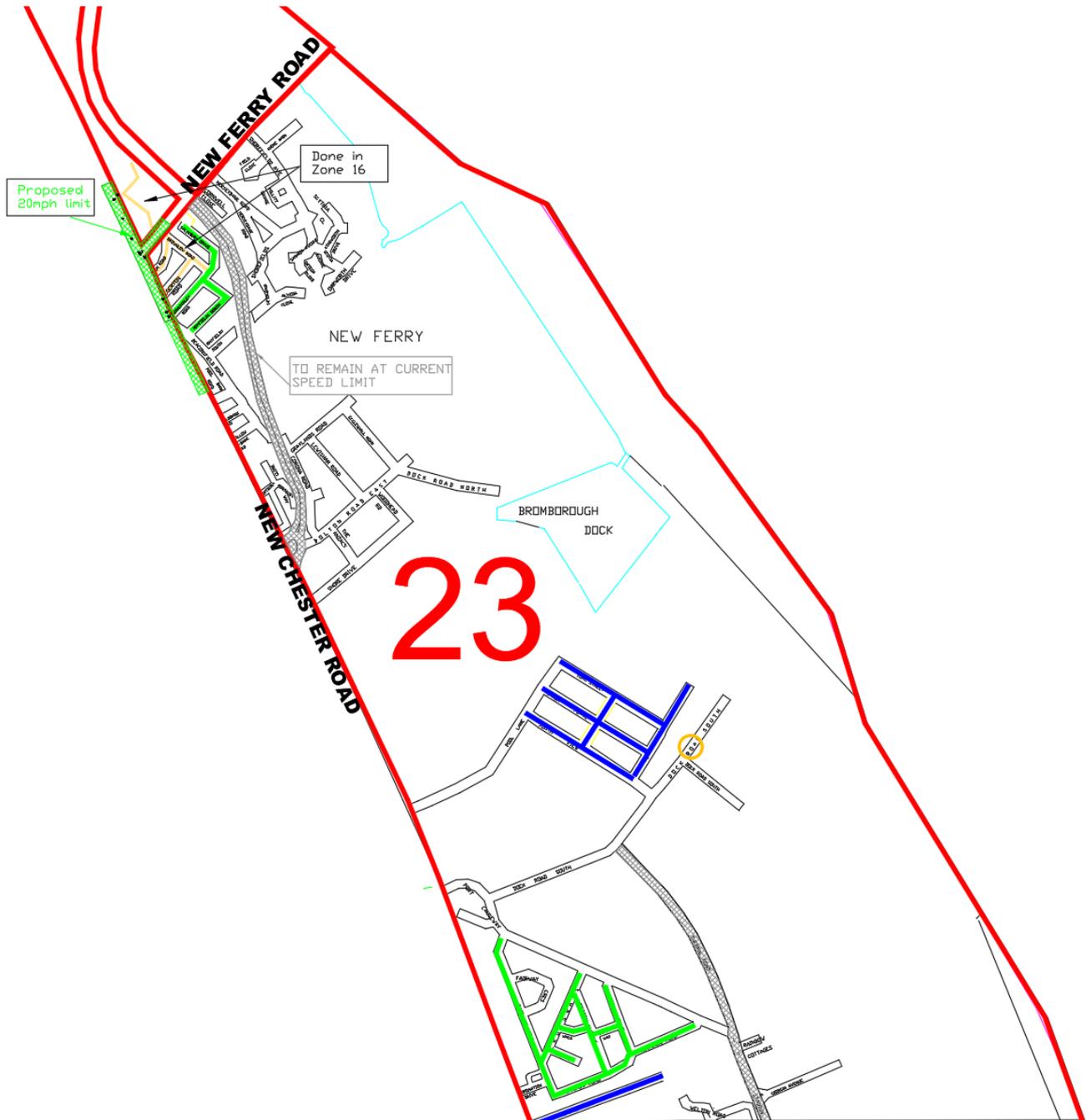
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- Existing 20mph Zone
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- Fire Station
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- Proposed 20mph - Suburban District Centres
- Hospital / Healthcare facilities

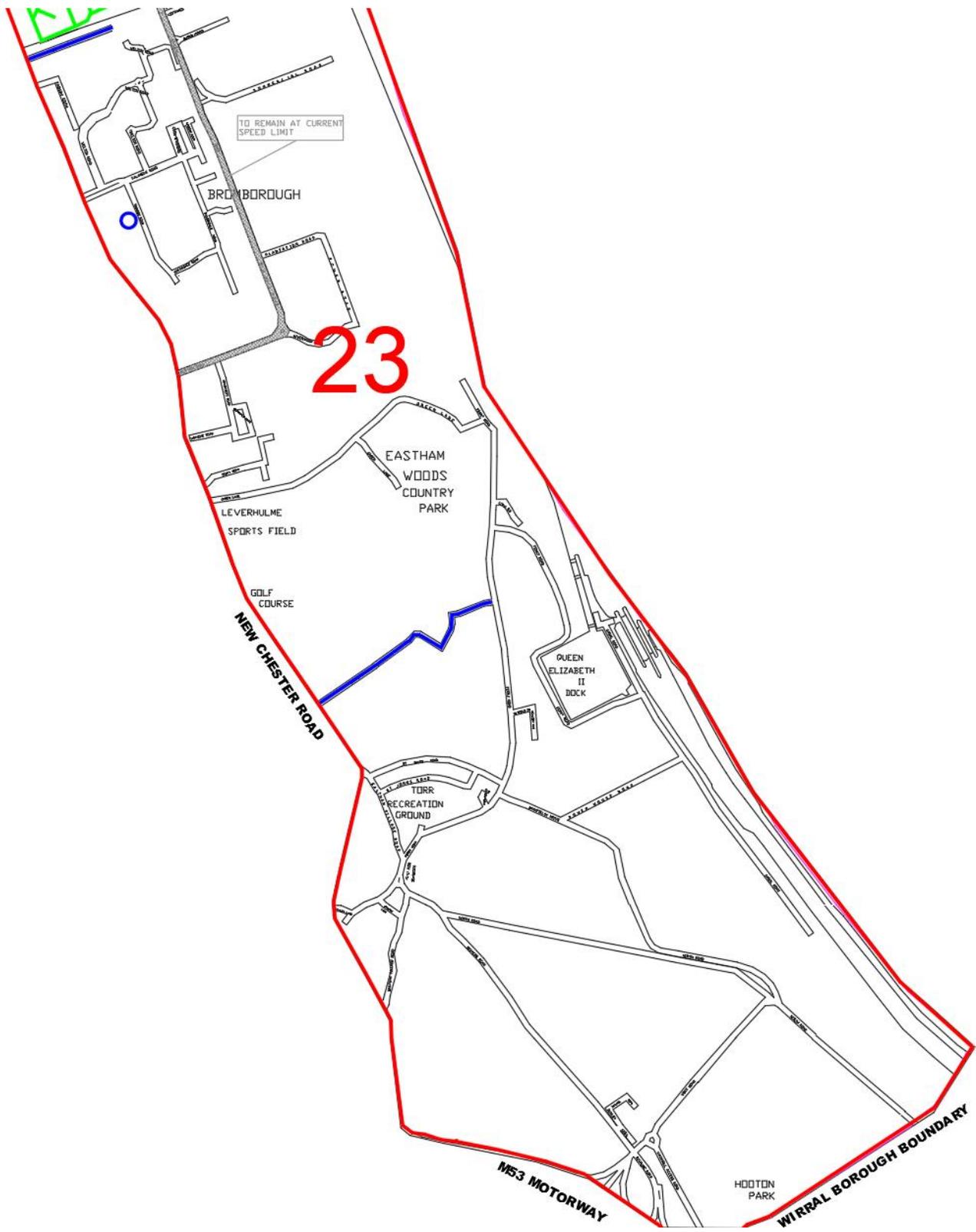
ZONE 9



Key

- Zone Boundary (All Adopted roads within to be included, unless otherwise stated)
- Existing 20mph Zone
- Roads with existing traffic calming features
- Healthcare Centre
- School
- Fire Station
- Ambulance Station
- Proposed 20mph - Suburban District Centres
- Hospital / Healthcare facilities







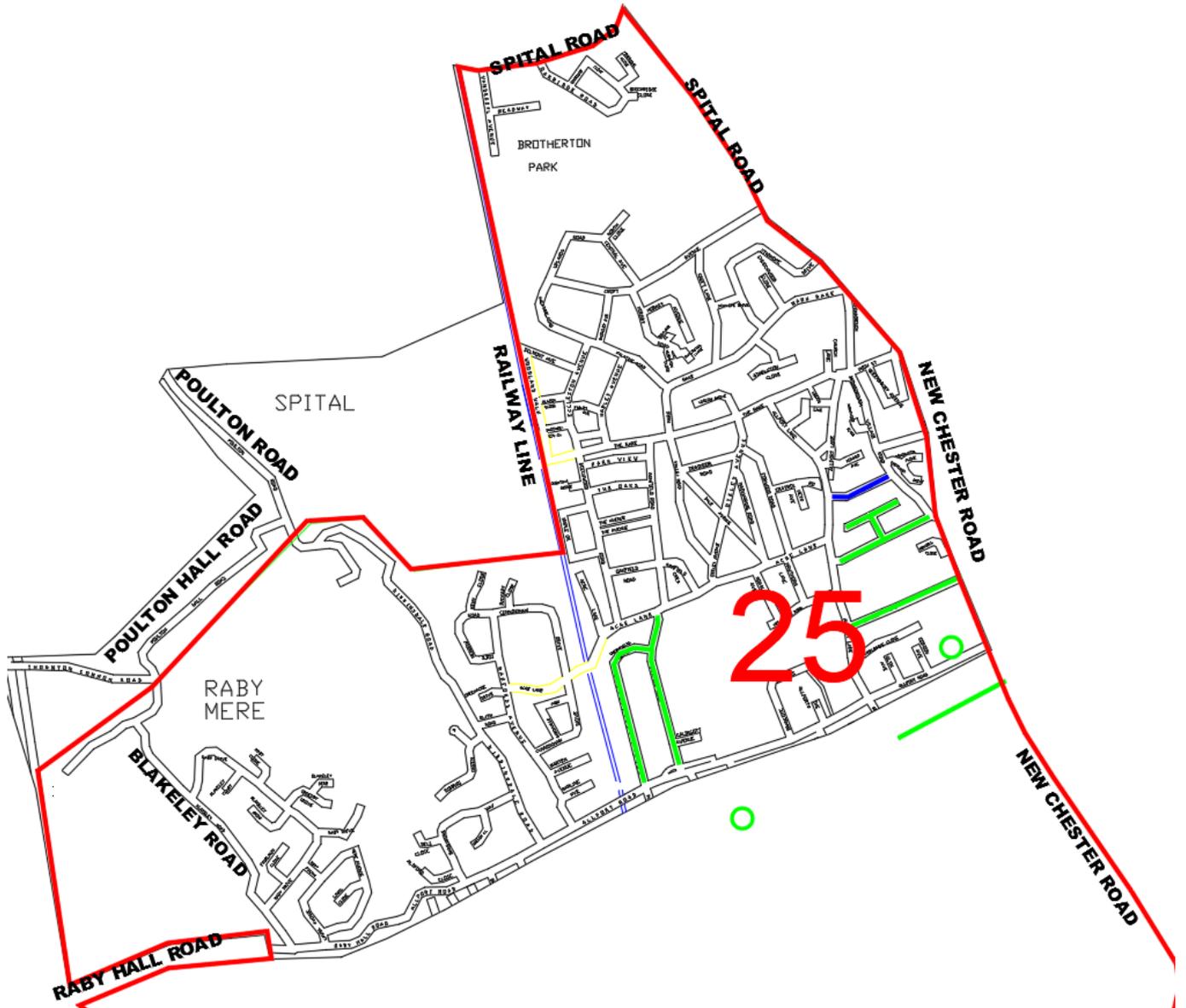
Key

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- Roads with existing traffic calming features
- Healthcare Centre
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- Fire Station
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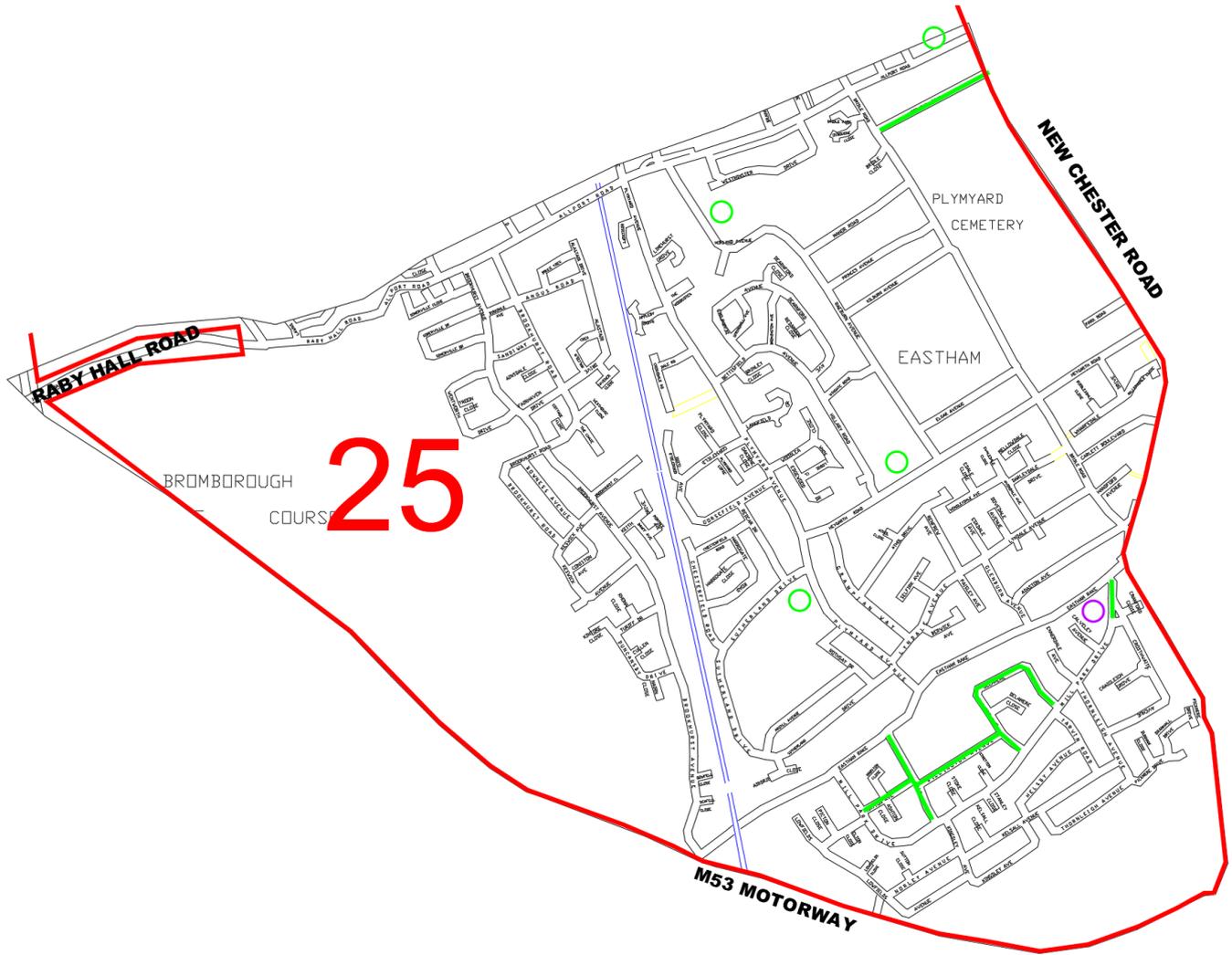
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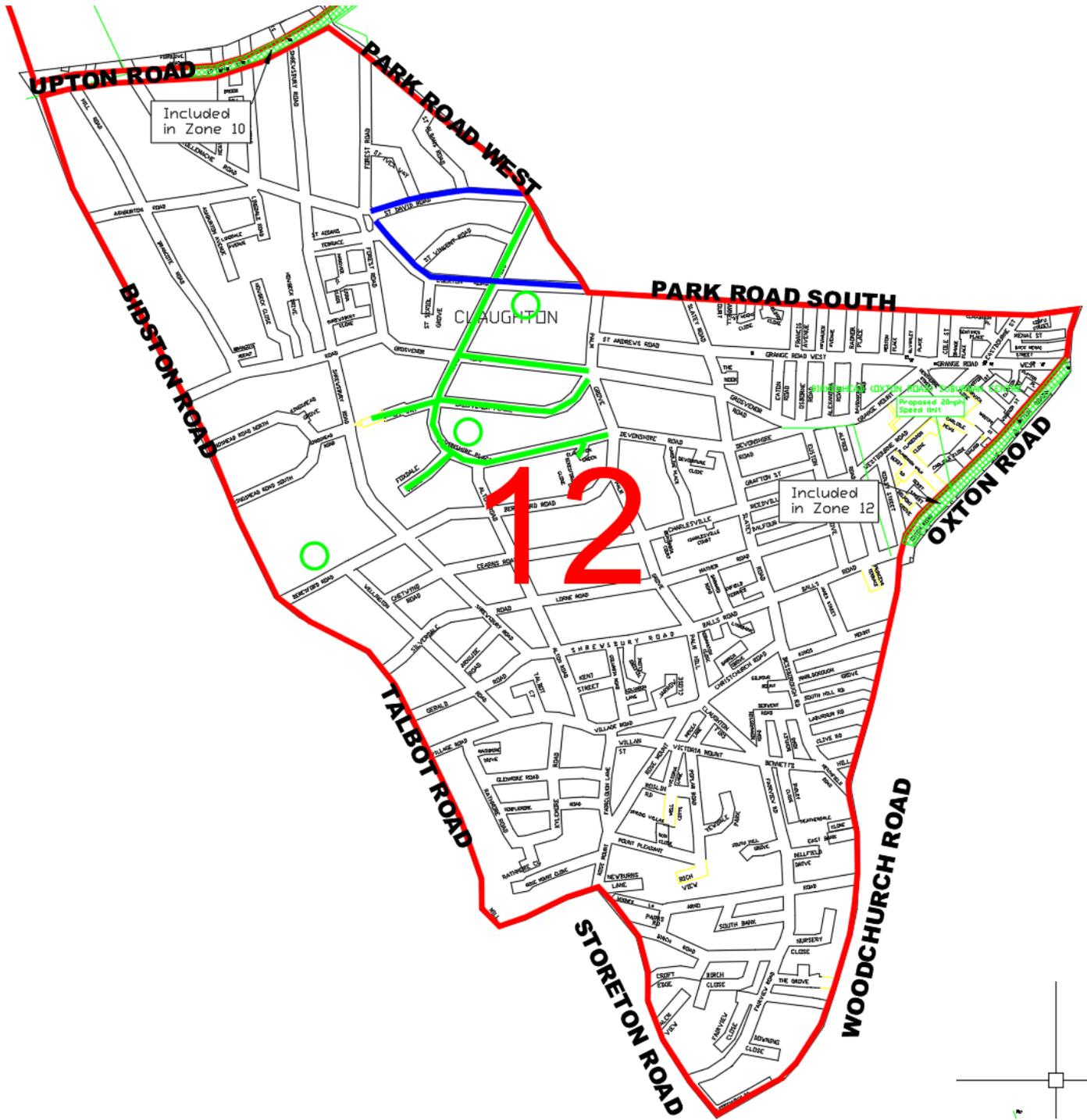
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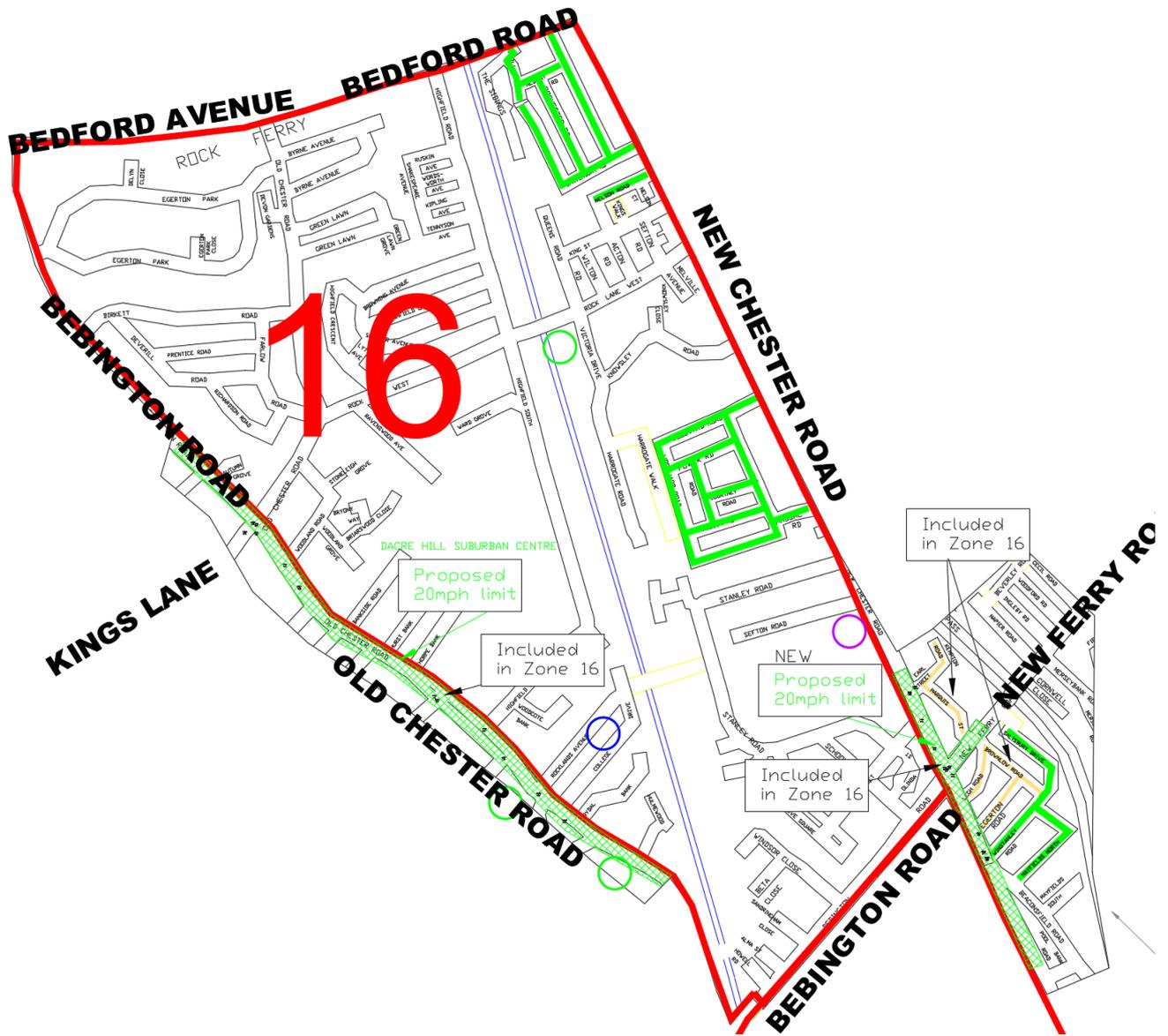
- Zone Boundary (All Adopted roads within to be included, unless otherwise stated)
- Existing 20mph Zone
- Roads with existing traffic calming features
- Healthcare Centre
- School
- Fire Station
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- Proposed 20mph - Suburban District Centres
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Key

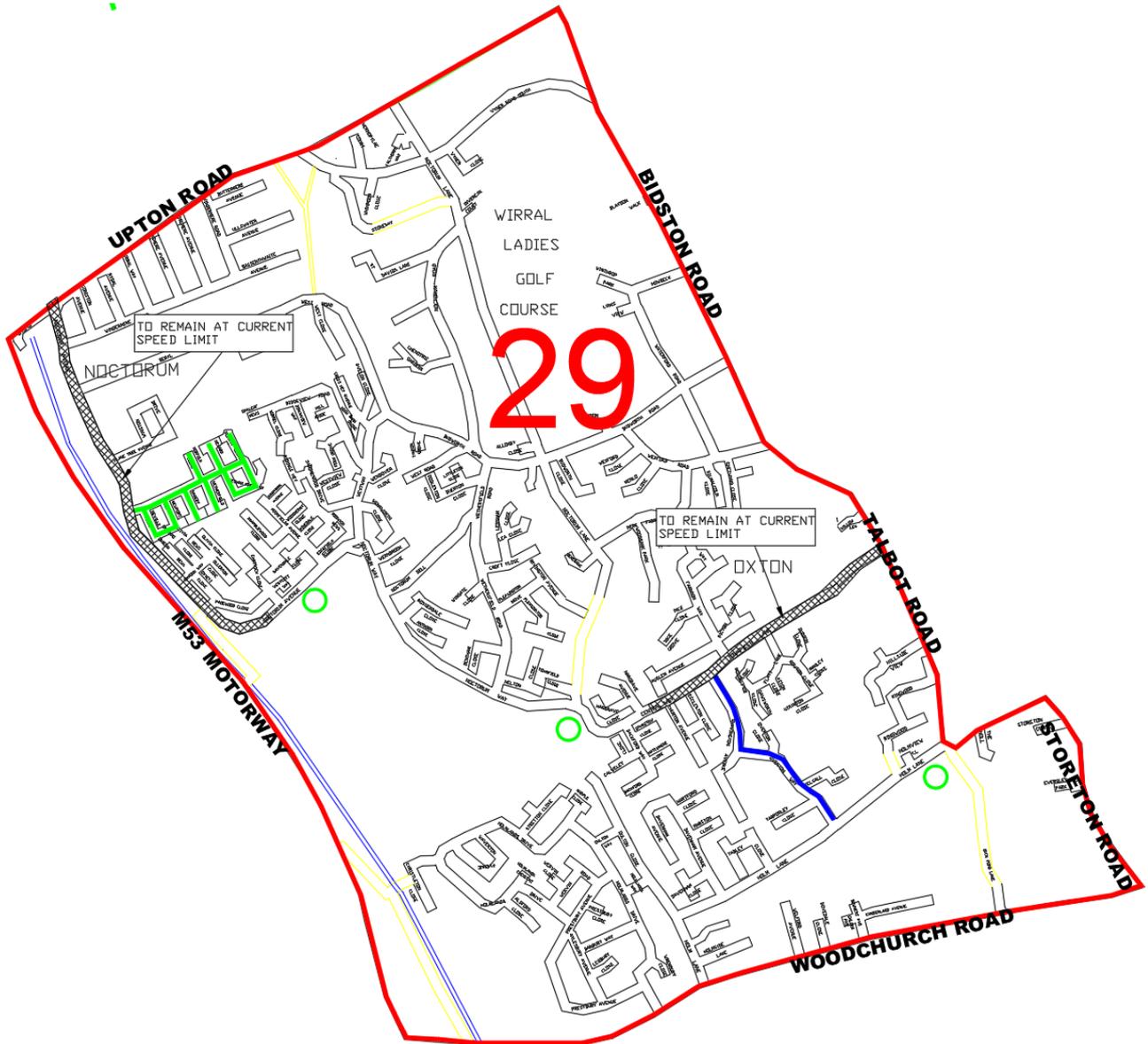
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- Roads with existing traffic calming features
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- Fire Station
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- Hospital / Healthcare facilities





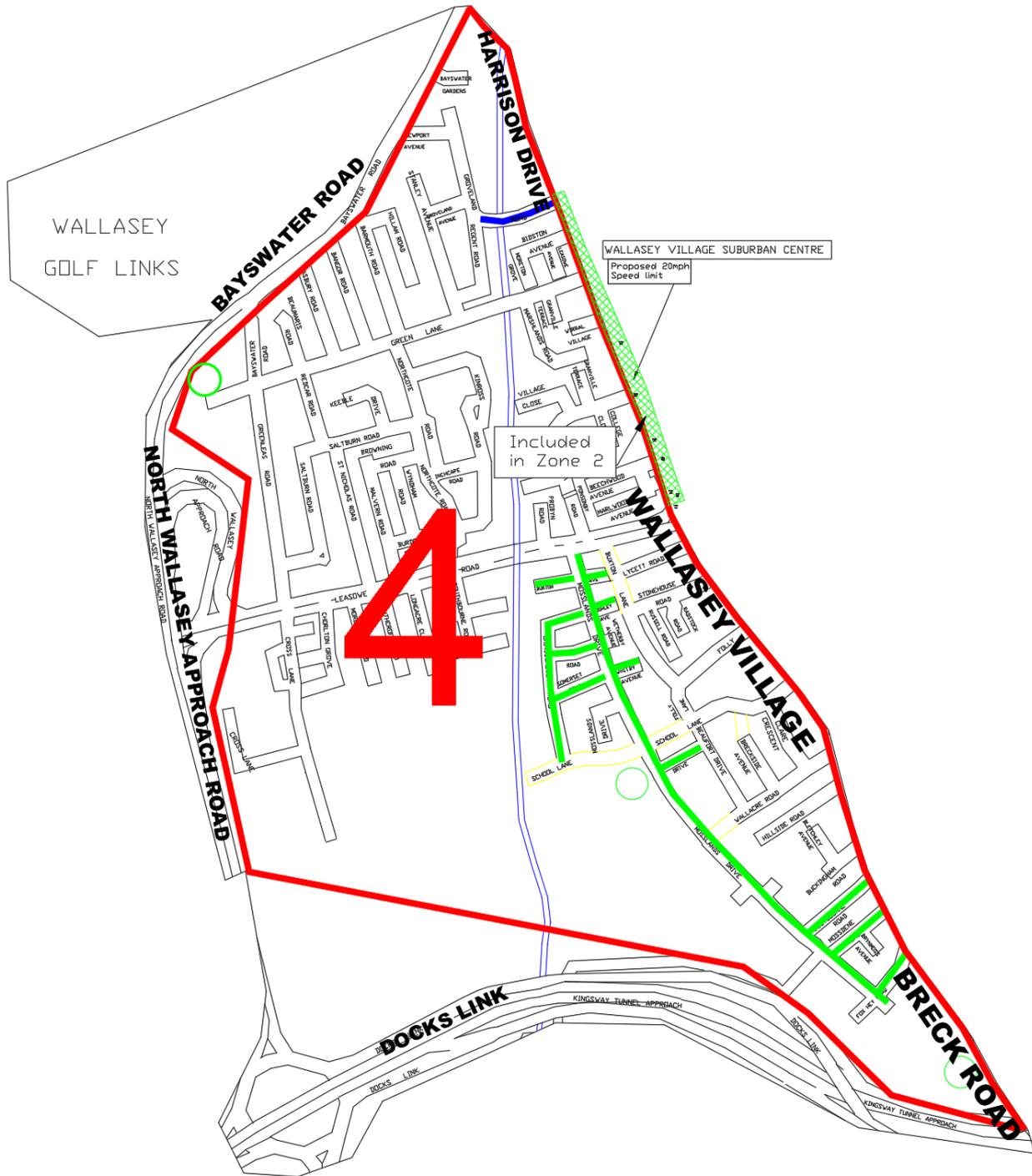
Key

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- Roads with existing traffic calming features
- Healthcare Centre
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- Fire Station
- Ambulance Station
- Proposed 20mph - Suburban District Centres
- Hospital / Healthcare facilities



Key

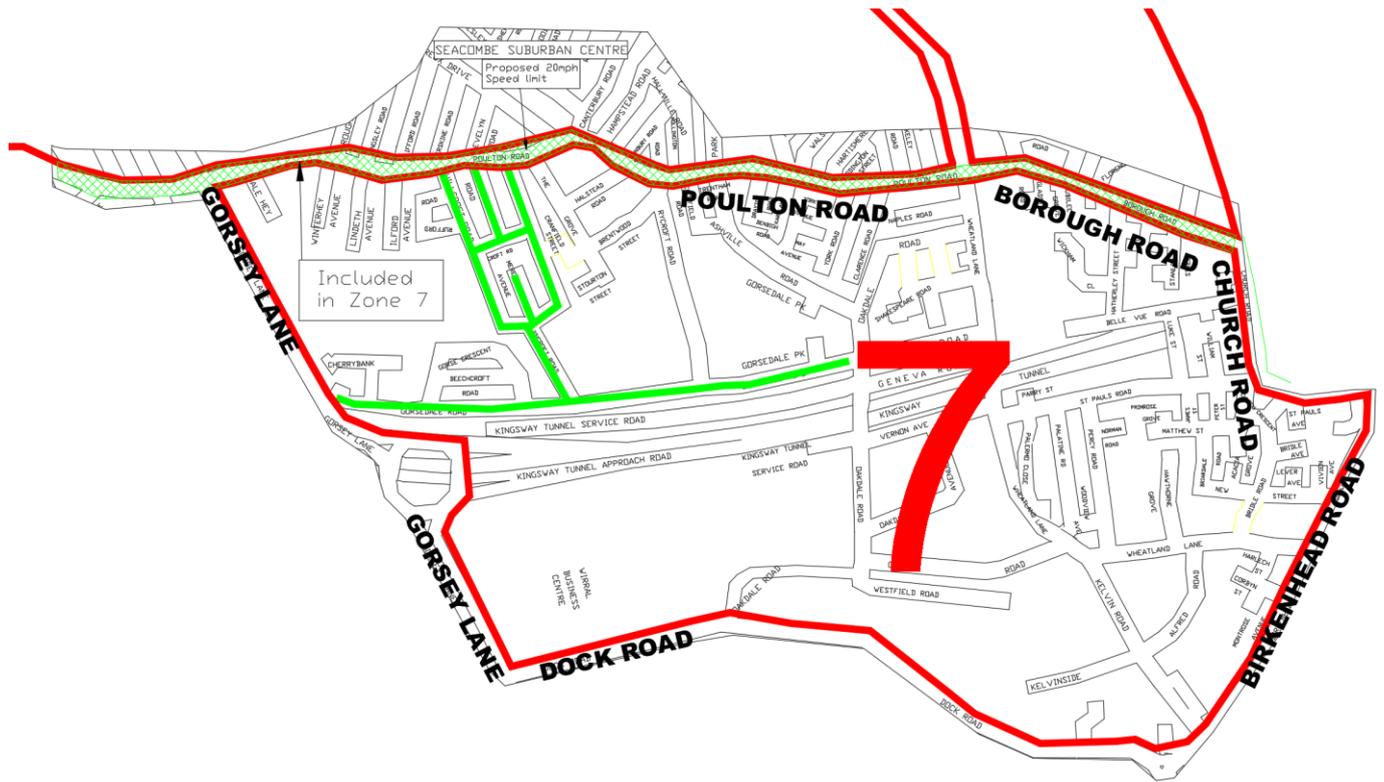
- Zone Boundary (All Adopted roads within to be included, unless otherwise stated)
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- School
- Fire Station
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- Proposed 20mph - Suburban District Centres
- Hospital / Healthcare facilities



Key

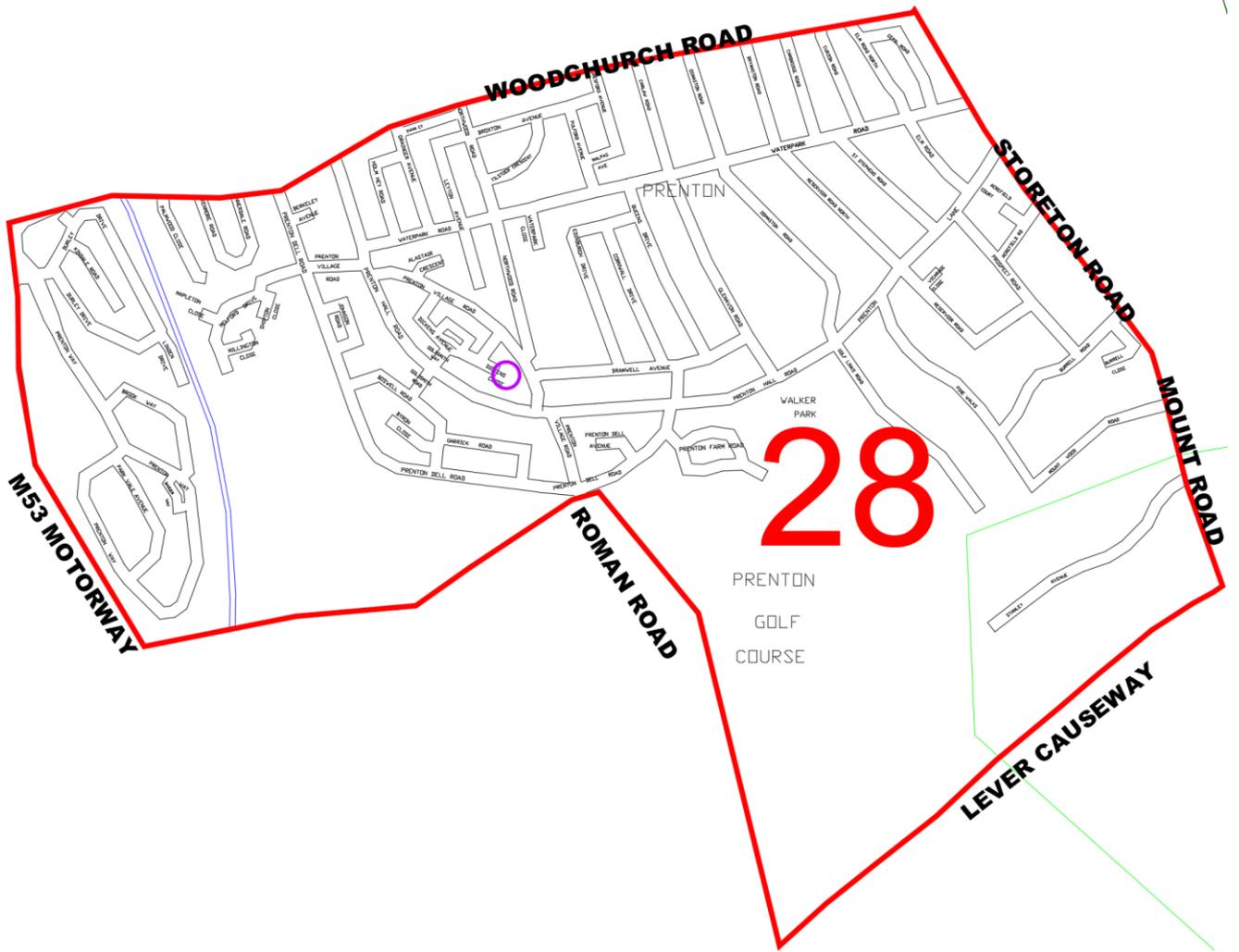
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- Existing 20mph Zone
- Roads with existing traffic calming features
- Healthcare Centre
- School
- Fire Station
- Ambulance Station
- ▨ Proposed 20mph - Suburban District Centres
- ▨ Hospital / Healthcare facilities

ZONE 7



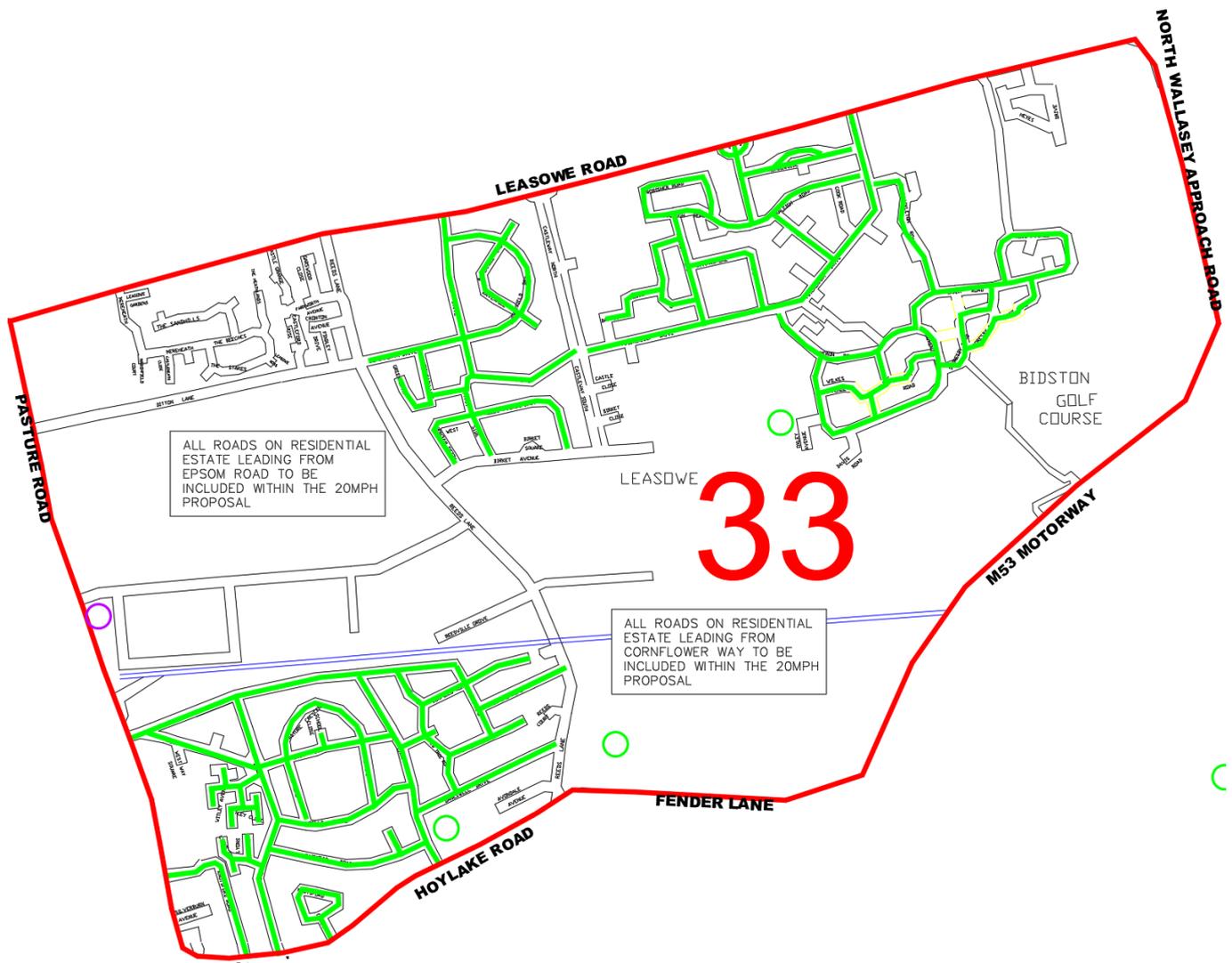
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- Proposed 20mph - Suburban District Centres
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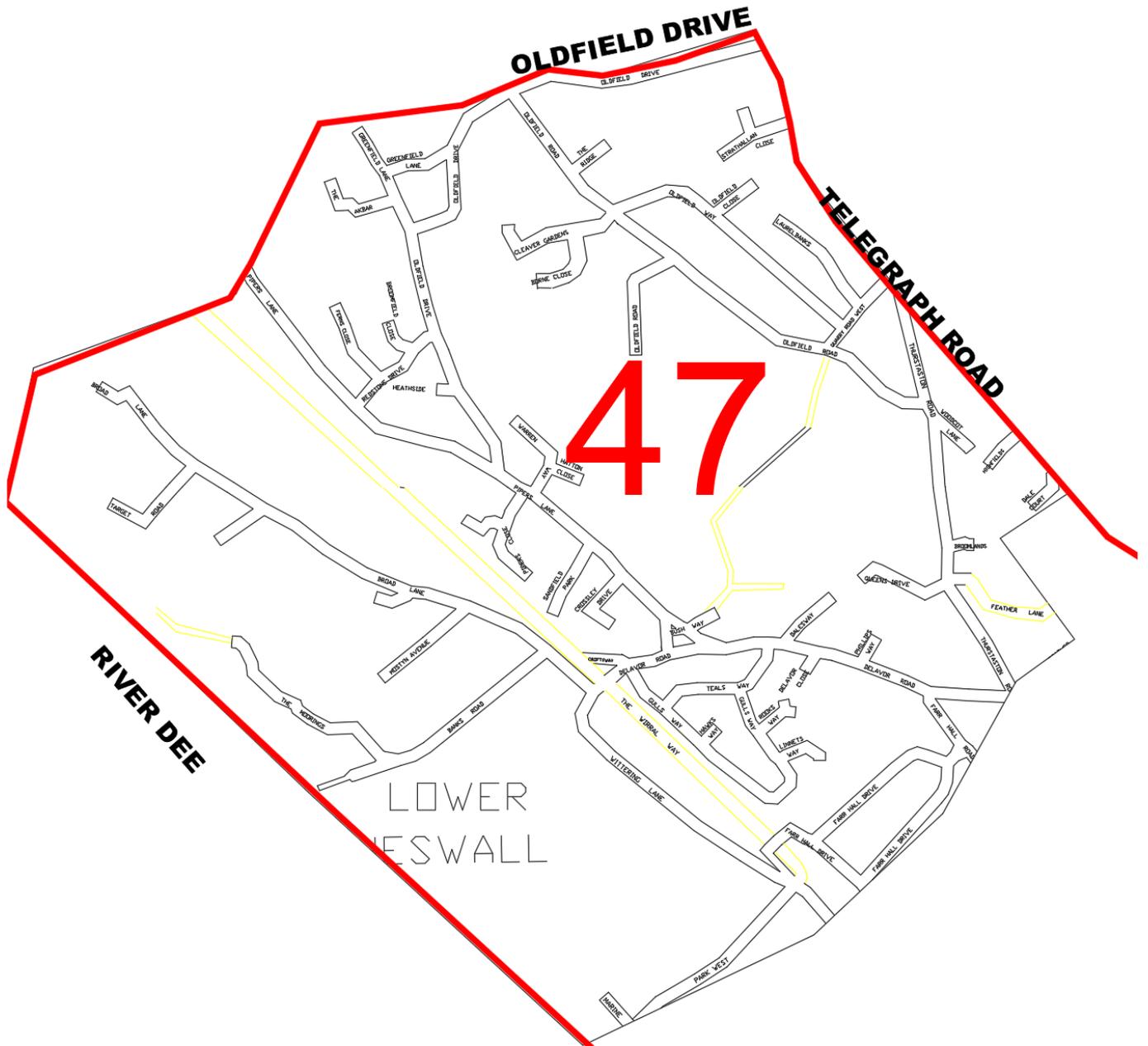
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- School
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- Ambulance Station
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- Hospital / Healthcare facilities

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APPENDIX B – LIST OF ROADS AND PARTS OF ROADS PROPOSED TO BECOME SUBJECT TO 20MPH SPEED LIMITS

METROPOLITAN BOROUGH OF WIRRAL

ZONE 2 (VARIOUS ROADS) (NEW BRIGHTON, WALLASEY & LISCARD AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/16

SCHEDULE

Road name	Length to which speed limit applies
Ailsa Road	Full length
Ainsdale Avenue	Full length
Albion Place	Full length
Albion Street	Full length
Alexandra Road	Full length
Allerton Road	Full length
Anglesey Road	Full length
Apsley Avenue	Full length
Arlington Road	Full length
Arnold Street	Full length
Arnside Road	Full length
Arundel Avenue	Full length
Atherton Street	Full length
Auburn Road	Full length
Aysgarth Road	Full length
Ball Avenue	Full length
Barnwell Avenue	Full length
Beckenham Road	Full length
Bedford Road	Full length
Belgrave Avenue	Full length
Belgrave Street	Full length
Bellfield Grove	Full length
Belvidere Road	Full length
Beresford Road	Full length
Berwyn Road	Full length
Beverley Road	Full length
Bisley Street	Full length
Bridgecroft Road	Full length
Brisbane Avenue	Full length
Britannia Road	Full length
Broadway	Full length
Broadway Avenue	Full length
Brockley Avenue	Full length
Brockley Avenue	Full length
Bromley Road	Full length
Brookway	Full length
Broxton Road	Full length
Burbo Way	Full length
Burlington Road	Full length
Burns Avenue	Full length
Busby's Cottages	Full length
Caldy Road	Full length
Cambridge Road	Full length

Cardigan Road	Full length
Carlton Road	Full length
Carmel Close	Full length
Carrington Road	Full length
Cavendish Road	Full length
Cheltenham Avenue	Full length
Church Hill	Full length
Clare Way	Full length
Claremount Road	Full length
Clywd Street	Full length
Coniston Avenue	Full length
Conningsby Drive	Full length
Coronation Avenue	Full length
Cressingham Road	Full length
Cromer Drive	Full length
Curzon Avenue	Full length
Daventry Road	Full length
Dean Avenue	Full length
Derwent Drive	Full length
Dorset Road	Full length
Dovedale Road	Full length
Dudley Road	Full length
Durban Road	Full length
Earlston Road	Full length
Eaton Road	Full length
Edinburgh Road	Full length
Egerton Grove	Full length
Elleray Park Road	Full length
Ellesmere Grove	Full length
Elm Park Road	Full length
Ennerdale Road	Full length
Evesham Road	Full length
Fairview Avenue	Full length
Farndon Avenue	Full length
Fern Hill	Full length
Field Road	Full length
Fieldway	Full length
Folly Lane	Full length
Fowell Road	Full length
Gayton Avenue	Full length
Gerard Avenue	Full length
Gerard Road	Full length
Glebe Road	Full length
Glen Park Road	Full length
Glencoe Road	Full length
Gloucester Road	Full length
Glyn Road	Full length
Gorsehill Road	Full length
Grafton Road	Full length
Grange Avenue	Full length
Grasmere Drive	Full length
Greenbank Avenue	Full length
Grosvenor Street	Full length
Grove Road	Full length
Halsbury Road	Full length
Hamilton Road	Full length
Hamlet Road	Full length
Harewood Road	Full length

Harrow Close	Full length
Harrow Road	Full length
Highacre Road	Full length
Imperial Avenue	Full length
Kenwyn Road	Full length
Keswick Road	Full length
Kimberley Road	Full length
Kings Parade	Between its junctions with Coastal Drive and Marine Promenade
Kingsway	Full length
Kirk Cottages	Full length
Kirkway	Full length
Knowsley Road	Full length
Laburnham Road	Full length
Lancaster Avenue	Full length
Langdale Road	Full length
Lansdowne Road	Full length
Leanda Drive	Full length
Lennox Avenue	Full length
Leyburn Road	Full length
Linden Grove	Full length
Links Close	Full length
Linksvie	Full length
Linksway	Full length
Liscard Crescent	Full length
Liscard Village	Full length
Longland Road	Full length
Longview Avenue	Full length
Loretto Road	Full length
Lyndhurst Road	Full length
Lynton Road	Full length
Magazine Avenue	Full length
Magazine Lane	Between its junctions with Rowson Street and Seabank Road
Maldwyn Road	Full length
Malpas Grove	Full length
Malpas Road	Full length
Manor Road	Full length
Manville Road	Full length
Marine Promenade	Between its junctions with Kings Parade and Rowson Street
Marlborough Road	Full length
Massey Park	Full length
Mayfield Road	Full length
Meadow Street	Full length
Meadway	Full length
Meddowcroft Road	Full length
Melbourne Street	Full length
Mere Lane	Full length
Merton Road	Full length
Mockbeggar Drive	Full length
Mockbeggar Wharf	Full length
Monk Road	Full length
Montpellier Crescent	Full length
Mornington Road	Full length
Moseley Avenue	Full length
Mount Pleasant Road	Full length
Mount Road	Full length

Newell Road	Full length
Newland Drive	Full length
North Drive	Full length
Oarside Drive	Full length
Oldfield Road	Full length
Onslow Road	Full length
Ormiston Road	Full length
Ormond Street	Full length
Osborne Avenue	Full length
Osborne Grove	Full length
Osborne Vale	Full length
Paignton Road	Full length
Park Street	Full length
Parkway	Full length
Penkett Grove	Full length
Penkett Road	Full length
Perrin Road	Full length
Pickering Road	Full length
Pilots Way	Full length
Pleasant Street	Full length
Poplar Terrace	Full length
Portland Street	Full length
Prescott Street	Full length
Princess Road	Full length
Princesway	Full length
Prospect Vale	Full length
Queen Street	Full length
Queensway	Full length
Radley Road	Full length
Rake Lane	Full length
Ripon Road	Full length
Rockland Road	Full length
Rolleston Drive	Full length
Rosclare Drive	Full length
Rowson Street	Between its junctions with Seabank Road and Magazine Lane
Rugby Road	Full length
Salisbury Road	Full length
Sand Terrace	Full length
Sandfield Road	Full length
Sandheys Road	Full length
Sandiways Road	Full length
Sandridge Road	Full length
Sandringham Drive	Full length
Sandrock Close	Full length
Sandrock Road	Full length
Sandy Lane	Full length
Sandymount Drive	Full length
Scott Street	Full length
Sea Road	Full length
Seafield Drive	Full length
Seaview Avenue	Full length
Sedburgh Road	Full length
Sefton Road	Full length
Selby Street	Full length
Sheen Road	Full length
Shelton Road	Full length
Sherborne Road	Full length

Shiel Road	Full length
Shrewsbury Road	Full length
Sidney Avenue	Full length
Silverlea Avenue	Full length
South Villas	Full length
St Albans Road	Full length
St George's Mount	Full length
St George's Park	Full length
St Georges Road	Full length
St Hilary Drive	Full length
St James Road	Full length
St John's Road	Full length
St Mary's Street	Full length
St Marys Avenue	Full length
St Winifreds Road	Full length
Stanford Avenue	Full length
Steel Avenue	Full length
Stoneby Drive	Full length
Strathcona Road	Full length
Studley Road	Full length
Studley Road	Full length
Sudworth Road	Full length
Sunningdale Road	Full length
Sutton Road	Full length
Tancred Road	Full length
Taunton Road	Full length
Tavistock Road	Full length
The Aubynes	Full length
The Coppice	Full length
The Creek	Full length
The Grennan	Full length
The Laund	Full length
The Leas	Full length
The Orchard	Full length
The Oval	Full length
The Summit	Full length
The Willows	Full length
Thirlmere Drive	Full length
Thornton Road	Full length
Tide Way	Full length
Tilston Road	Full length
Torrington Road	Full length
Treforris Road	Full length
Trinity Road	Full length
Uppingham Road	Full length
Urmson Road	Full length
Valkyrie Road	Full length
Victoria Road	Between its junction with Portland Street and Rowson Street
Vyner Road	Full length
Walker's Croft	Full length
Wallasey Road	Between is junctions with Torrington Road and Seaview Road
Wallasey Village	Between its junctions with Grove Road and St John's Road
Warren Drive	Full length
Wellington Road	Full length
Wentworth Avenue	Full length

West Street	Full length
Westminster Road	Full length
Wharfedale Road	Full length
Wilton Street	Full length
Wimbledon Street	Full length
Winchester Drive	Full length
Wirral Mount	Full length
Withens Lane	Full length
Woburn Road	Full length
Wood Grove	Full length
Zetland Road	Full length
Zig Zag Road	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 22 (VARIOUS ROADS) (BROMBOROUGH, CLATTERBRIDGE & BEBINGTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/18

SCHEDULE

Road name	Length to which speed limit applies
Bath Street	Full length
Bolton Road	Full length
Bridge Street	Full length
Bromborough Road	Between its junctions with Quarry Road East and Church Road
Brook Street	Full length
Bryce Close	Full length
Bryce Drive	Full length
Church Drive	Full length
Corniche Road	Full length
Cross Street	Full length
Ellen's Lane	Full length
Gardens Road	Full length
Gladstone Hall Road	Full length
Greendale Road	Full length
Heather Dene	Full length
Hesketh Way	Full length
Hulme Close	Full length
Jubilee Crescent	Full length
King Edward's Drive	Full length
Knox Close	Full length
Lancaster Close	Full length
Lodge Lane	Full length
Lower Road	Full length
Mill Road	Full length
Osborne Court	Full length
Park Road	Full length
Poets Corner	Full length
Pool Bank	Full length
Port Causeway	Full length
Primrose Hill	Full length
Queen Mary's Drive	Full length
Riverside	Full length

Summerfield	Full length
Sylvandale Grove	Full length
The Causeway	Full length
The Ginnel	Full length
Victoria Street	Full length
Walker Street	Full length
Water Street	Full length
Wharf Street	Full length
Windy Bank	Full length
Wood Street	Full length
Woodhead Row	Full length
Woodhead Street	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 49 (VARIOUS ROADS) (WEST KIRBY & THURSTASTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/19

SCHEDULE

Road name	Length to which speed limit applies
Abbey Road	Full length
Acacia Grove	Full length
Albert Road	Full length
Alexandra Road	Full length
Ashburton Road	Full length
Ashmore Close	Full length
Ashton Road	Full length
Badger's Set	Full length
Ballard Road	Full length
Banks Road	Full length
Barton Hey Drive	Full length
Beach Walk	Full length
Beacon Drive	Full length
Beatty Close	Full length
Belmont Road	Full length
Birkett Road	Full length
Black Horse Close	Full length
Black Horse Hill	Full length
Boulton Avenue	Full length
Boundary Road	Full length
Bracken Drive	Full length
Bradwell Close	Full length
Bramerton Court	Full length
Bramhall Close	Full length
Bridge Court	Full length
Bridge Road	Full length
Brookfield Gardens	Full length
Broughton Avenue	Full length
Broxton Avenue	Full length
Burlingham Avenue	Full length
Caldy Chase Drive	Full length
Caldy Grange Close	Full length
Caldy Road	Between its junction with Caldly Wood and Village

	Road
Caldy Wood	Full length
Carisbrooke Close	Full length
Carpenter's Lane	Full length
Chantrell Road	Full length
Cheriton Avenue	Full length
China Farm Lane	From its junction with Frankby Road, to a point 50 metres north west of Grange Farm Crescent
Cholmondeley Road	Full length
Church Road	Full length
Claremont Road	Full length
Covertside	Full length
Croft Drive	Full length
Croft Drive East	Full length
Croft Drive East	Full length
Croft Drive West	Full length
Croome Drive	Full length
Cunningham Close	Full length
Darmonds Green	Full length
De Grouchy Street	Full length
Dee Lane	Full length
Devonshire Road	Full length
Dorset Road	Full length
Dunraven Road	Full length
Eaton Road	Full length
Eddisbury Road	Full length
Egerton Drive	Full length
Elder Grove	Full length
Ennisdale Drive	Full length
Essex Road	Full length
Fairfield Drive	Full length
Farndon Drive	Full length
Fleck Lane	Full length
Foxwood Close	Full length
Frankby Road	Between its junctions with Saughall Massie Road and Newton Park Road
Fulton Avenue	Full length
Gerard Road	Full length
Gilroy Road	Full length
Gleggside	Full length
Gorse Lane	Full length
Gourleys Lane	Full length
Grafton Walk	Full length
Graham Road	Full length
Grainger Avenue	Full length
Grammar School Lane	Full length
Grange Cross Close	Full length
Grange Cross Lane	Full length
Grange Farm Crescent	Full length
Grange Mount	Full length
Grange Old Road	Full length
Grange Road	Between its junctions with Meols Drive and Darmonds Green
Grange Wood	Full length
Greenbank Road	Full length
Greenhow Avenue	Full length
Gresford Avenue	Full length
Grosvenor Avenue	Full length

Groveside	Full length
Hawthorn Drive	Full length
Headland Close	Full length
Heath Close	Full length
Heatherdene Road	Full length
Heatherleigh	Full length
Hilbre Road	Full length
Hillside Road	Full length
Hillview Avenue	Full length
Hilton Grove	Full length
Hindertons Drive	Full length
Holm Hill	Full length
Homestead Mews	Full length
Hoscote Park	Full length
Hydro Avenue	Full length
Jellicoe Close	Full length
Jubilee Drive	Full length
Kale Close	Full length
Kings Drive	Full length
Kings Drive North	Full length
Kings Walk	Full length
Kingsbury	Full length
Kington Road	Full length
Kirby Close	Full length
Kirby Mount	Full length
Kirby Park	Full length
Lang Lane	Full length
Lang Lane South	Full length
Larton Farm Close	Full length
Larton Road	Full length
Lartonwood	Full length
Leas Park	Full length
Leigh Road	Full length
Lingdale Road	Full length
Links Close	Full length
Links Hey Road	Full length
Long Hey Road	Full length
Ludlow Drive	Full length
Macdona Drive	Full length
Madeley Close	Full length
Marine Park	Full length
Meadow Road	Full length
Meadowgate	Full length
Melloncroft Drive	Full length
Melloncroft Drive West	Full length
Meols Drive	Between its junctions with Roseacre and Grange Road
Mereworth	Full length
Mill Hey Road	Full length
Milton Road	Full length
Monks Way	Full length
Mostyn Avenue	Full length
Mount Road	Full length
Murray Grove	Full length
Nettle Hill	Full length
Newbold Crescent	Full length
Newton Cross Lane	Full length
Newton Drive	Full length

Newton Park Road	Full length
Norfolk Drive	Full length
North Road	Full length
Norton Road	Full length
Orrysdale Road	Full length
Park Road	Full length
Parkdale	Full length
Paton Close	Full length
Pine Walks	Full length
Pinetree Drive	Full length
Pinfold Lane	Full length
Princes Avenue	Full length
Priory Road	Full length
Queensbury	Full length
Raeburn Avenue	Full length
Rectory Road	Full length
Redhouse Lane	Full length
Ridley Grove	Full length
Riversdale Road	Full length
Riverside	Full length
Roseacre	Full length
Rubbing Stone	Full length
Salisbury Avenue	Full length
Sandlea Park	Full length
Sandstone Drive	Full length
Sandy Lane	Full length
Saughall Massie Road	Between its junctions with Black Horse Hill and Gilroy Road
Shalford Grove	Full length
Shelley Way	Full length
Shrewsbury Road	Full length
Simonsbridge	Full length
Smithy Hey	Full length
Somerset Road	Full length
South Parade	Full length
South Road	Full length
Springfield Avenue	Full length
St Bridget's Lane	Full length
Stonehey Drive	Full length
Surrey Drive	Full length
Sussex Road	Full length
Tansley Close	Full length
The Crescent	Full length
The Fairways	Full length
The Finney	Full length
The Green	Full length
The Kirklands	Full length
The Oatlands	Full length
The Pastures	Full length
The Spinney	Full length
The Stackfield	Full length
The Steeple	Full length
Thorsway	Full length
Townfield Road	Full length
Tynwald Road	Full length
Victoria Drive	Full length
Victoria Road	Full length
Village Road	Full length

Warwick Drive	Full length
West Lodge Drive	Full length
Westbourne Avenue	Full length
Westbourne Grove	Full length
Westbourne Road	Full length
Whetstone Lane	Full length
Wirral Mount	Full length
Woodland Road	Full length
Woodlands Lane	Full length
Wordsworth Walk	Full length
Yew Tree Lane	Full length
York Avenue	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 14 (VARIOUS ROADS) (BIRKENHEAD & TRANMERE, PRENTON AND BEBINGTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/20

SCHEDULE

Road name	Length to which speed limit applies
Acuba Grove	Full length
Agnes Road	Full length
Albany Court	Full length
Albany Road	Full length
Aldersgate	Full length
Allerton Road	Full length
Alison Avenue	Full length
Allcot Avenue	Full length
Allerton Grove	Full length
Argyle Street South	Full length
Ash Road	Full length
Aspendale Road	Full length
Bebington Road	Between its junctions with Church Road and Bedford Avenue
Bedford Drive	Full length
Beech Road	Full length
Berwyn Boulevard	Full length
Bickerton Avenue	Full length
Blackpool Street	Full length
Borough Road	From its junction with Singleton Avenue and a point 70 metres south east of its junction with Everest Road
Brookland Road	Full length
Brougham Avenue	Full length
Bulwer Street	Full length
Caerwys Grove	Full length
Cambrian Terrace	Full length
Carlton Mount	Full length
Cedar Street	Full length
Chamberlain Street	Full length
Charle-Combe Street	Full length

Chestnut Grove	Full length
Church Terrace	Full length
Clarence Road	Full length
Clarke Avenue	Full length
Clifton Road	Full length
Clyde Street	Full length
Cobden Avenue	Full length
Convent Close	Full length
Conville Boulevard	Full length
Cressington Avenue	Full length
Derby Road	Full length
Dewberry Close	Full length
Dial Road	Full length
Dingle Road	Full length
Elm Grove	Full length
Elm Road	Full length
Elmswood Road	Full length
Fearnley Road	Full length
Fieldside Road	Full length
Fletcher Avenue	Full length
Fountain Street	Full length
Frodsham Street	Full length
Frodsham Street	Full length
Galtres Park	Full length
Garth Boulevard	Full length
Greenbank Road	Full length
Greenway Road	Full length
Grenville Way	Full length
Hampden Grove	Full length
Hampden Road	Full length
Harland Road	Full length
Harrowby Road	Full length
Harrowby Road South	Full length
Hawthorne Road	Full length
Hazel Road	Full length
Heathbank Road	Full length
Helmingham Grove	Full length
Hillside Road	Full length
Hind Street	Full length
Hinderton Close	Full length
Hinderton Road	Full length
Holborn Square	Full length
Holly Grove	Full length
Hollybank Road	Full length
Holt Hill	Full length
Holt Hill Terrace	Full length
Holt Road	Full length
Inglemere Road	Full length
Jackson Street	Full length
Kellet's Place	Full length
Kelvin Road	Full length
Kingsdale Avenue	Full length
Kingsdown Street	Full length
Kirkland Avenue	Full length
Larch Road	Full length
Laurel Road	Full length
Leighton Road	Full length
Lever Terrace	Full length

Lighton Road	Full length
Liversidge Street	Full length
Lowwood Grove	Full length
Lowwood Road	
Mallory Road	Full length
Maple Street	Full length
Maybank Road	Full length
Meadow Lane	Full length
Meadow Park	Full length
Meadowfield Close	Full length
Mersey Mount	Full length
Mill Close	Full length
Milton Road	Full length
Milton Road East	Full length
Mollington Street	Full length
Moore Avenue	Full length
Mounsey Road	Full length
Mount Road	Full length
North Road	Full length
Oaktree Place	Full length
Old Chester Road	Between its junctions with Green Lane and Bedford Road
Olive Crescent	Full length
Olive Mount	Full length
Orchard Court	Full length
Palmerston Street	Full length
Pearson Road	Full length
Pembroke Court	Full length
Prenton Road East	Full length
Princes Boulevard	Full length
Quarry Bank	Full length
Queen Street	Full length
Quigley Street	Full length
Rawcliffe Road	Full length
Rectory Close	Full length
Redmond Street	Full length
Ripon Street	Full length
Rocky Bank Road	Full length
Rodney Street	Full length
Roklis Mews	Full length
Rose Place	Full length
Roslyn Street	Full length
Roxburgh Avenue	Full length
Seaton Road	Full length
Seymour Street	Full length
Shaw Street	Full length
Shewell Close	Full length
Sidney Road	Full length
Sidney Terrace	Full length
Solly Avenue	Full length
South Road	Full length
Southdale Road	Full length
Spruce Close	Full length
St Catherine's Gardens	Full length
St Georges Avenue	Full length
St Paul's Close	Full length
Strathlorne Close	Full length
Stuart Road	Full length

Sycamore Road	Full length
Tatton Road	Full length
The Cokers	Full length
The Wiend	Full length
The Woodlands	Full length
Thomas Street	Full length
Thompson Street	Full length
Tower Hill	Full length
Tower Road	Full length
Victoria Road	Full length
Walker Place	Full length
Walker Street	Full length
Waring Avenue	Full length
Warrington Street	Full length
Waterloo Place	Full length
Well Lane	Full length
Wellington Terrace	Full length
Westbank Road	Full length
Westbury Street	Full length
Westdale Road	Full length
Whalley Road	Full length
Whetstone Lane	Between its junction with Borough Road and Church Road
Whitfield Street	Full length
Whitford Road	Full length
Willowbank Road	Full length
Withert Avenue	Full length
Zetland Road	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 9 (VARIOUS ROADS) (BIDSTON & ST JAMES AND BIRKENHEAD & TRANMERE AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/21

SCHEDULE

Road name	Length to which speed limit applies
Aberdeen Street	Full length
Adelphi Street	Full length
Albion Street	Full length
Alma Street	Full length
Argyle Street	Between its junctions with Hamilton Square and Conway Street
Arthur Street	Full length
Aspinall Street	Full length
Asquith Avenue	Full length
Bank Street	Full length
Beckwith Street	Full length
Berner Street	Full length
Birchwood Avenue	Full length
Birchwood Close	Full length
Brandon Street	Full length
Brett Street	Full length
Bridge Street	Full length

Brook Street	Full length
Brook Street East	Full length
Brunswick Mews	Full length
Burlington Street	Full length
Camperman Street	Full length
Cathcart Street	Full length
Cavendish Street	Full length
Churchill Avenue	Full length
Churchview Road	Full length
Crutchley Avenue	Full length
Curzon Avenue	Full length
Dacre Street	Full length
Dawson Avenue	Full length
Douglas Street	Full length
Dover Street	Full length
Duke Street	Full length
Duncan Street	Full length
Edgar Court	Full length
Fieldway Court	Full length
Freeman Street	Full length
George Street	Full length
Hamilton Lane	Full length
Hamilton Square	Full length
Hamilton Street	Between its junctions with Canning Street and Conway Street
Harcourt Street	Full length
Hartington Avenue	Full length
Henry Street	Full length
Hilbre Street	Full length
Hinson Street	Full length
Hope Street	Full length
Jamesbrook Close	Full length
John Street	Full length
Keightley Street	Full length
Kinmel Close	Full length
Laird Street	Between its junctions with Gamlin Street and Park Road North
Livingstone Street	Full length
Lloyd Avenue	Full length
Lord Street	Full length
Lorn Street	Full length
Lynas Street	Full length
Maddock Street	Full length
Marcus Street	Full length
Marion Street	Full length
Market Street	Full length
Marshall Street	Full length
Merritt Avenue	Full length
Miriam Place	Full length
Morley Avenue	Full length
Mortimer Street	Full length
Neptune Street	Full length
Newhope Road	Full length
Newling Street	Full length
Newton Street	Full length
Old Bidston Road	Full length
Park Street	Full length
Parkview Close	Full length

Pensby Street	Full length
Pool Street	Full length
Price Street	Full length
Prince Edward Street	Full length
Rendel Street	Full length
Robert Street	Full length
Russell Street	Full length
Sandford Street	Full length
Sidney Street	Full length
Smith Avenue	Full length
St Anne Street	Full length
St Anne's Place	Full length
St Edwards Close	Full length
St Laurence Drive	Full length
Stoke Street	Full length
Taylor Street	Full length
Trinity Street	Full length
Vittoria Street	Full length
Watson Street	Full length
Wood Close	Full length
Wood Street	Full length
St Laurence Close	Full length
Conway Place	Full length
Europa Boulevard	Full length
William Street	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 23 (VARIOUS ROADS) (BROMBOROUGH & EASTHAM AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/22

SCHEDULE

Road name	Length to which speed limit applies
Alvega Close	Full length
Bankfields Drive	Full length
Beaconsfield Road	Full length
Bolton Road East	Full length
Brownlow Road	Full length
Caldbeck Road	Full length
Carrock Road	Full length
Chapel View	Full length
Christopher Drive	Full length
Church Lane	Full length
College Way	Full length
Cornwell Close	Full length
Corona Road	Full length
Coronation Drive	Full length
Dinsdale Road	Full length
Dock Road North	Full length
Dock Road South	Full length
Eastham Village Road	Full length
Eccleshall Road	Full length
Egerton Road	Full length

Elmbank Road	Full length
Fairway South	Full length
Ferry Road	Full length
Field Close	Full length
Georgia Avenue	Full length
Gorseley Vale	Full length
Graylands Road	Full length
Green Lane	Full length
Grisedale Road	Full length
Hardknott Road	Full length
Legh Road	Full length
Lewisham Road	Full length
Lock Road	Full length
Magazine Road	Full length
Manor Place	Full length
Marine Drive	Full length
Martindale Road	Full length
Mayfield Drive	Full length
Mayfields North	Full length
Mayfields South	Full length
Mersey Bank Road	Full length
North Road	Full length
Oakworth Drive	Full length
Old Courthouse Road	Full length
Old Hall Road	Full length
Ortega Close	Full length
Plantation Road	Full length
Pollitt Square	Full length
Pool Lane	Full length
Poolbank Road	Full length
Port Causeway	Full length
Portbury Close	Full length
Portbury Way	Full length
Power House Road	Full length
Power Road	Full length
Rainbow Cottages	Full length
Rivacre Road	Full length
Riverview Road	Full length
Riverwood Road	Full length
Salisbury Drive	Full length
Samaria Avenue	Full length
Scotia Avenue	Full length
Scythia Close	Full length
Seaview Avenue	Full length
Shore Bank	Full length
Shore Drive	Full length
Shorefields	Full length
South View	Full length
Southwood Road	Full length
Sparks Croft	Full length
St David Road	Full length
St Johns Road	Full length
St Michael's Park	Full length
Stanley Lane	Full length
Starworth Drive	Full length
Tebay Road	Full length
The Anzacs	Full length
The Green	Full length

The Moorings	Full length
Thermal Road	Full length
Thursby Road	Full length
Torr Drive	Full length
Welton Road	Full length
West Road	Full length
White Bridge Road	Full length
William Burton Place	Full length
Willowbank Road	Full length
Winstanley Road	Full length
Wood Heath Way	Full length
Woodhead Road	Full length
Wrynose Road	Full length
York Street	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 25 (VARIOUS ROADS) (EASTHAM, BROMBOROUGH & CLATTERBRIDGE AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/23

SCHEDULE

Road name	Length to which speed limit applies
Acre Lane	Full length
Ainsdale Close	Full length
Airdrie Close	Full length
Aldford Close	Full length
Alistair Drive	Full length
Allport Lane	Full length
Allport Road	Full length
Alston Close	Full length
Ambleside Close	Full length
Angus Road	Full length
Appleby Grove	Full length
Archers Green	Full length
Argyll Avenue	Full length
Ashfield Crescent	Full length
Ashfield Road	Full length
Ashton Close	Full length
Athelstan Close	Full length
Athol Drive	Full length
Avondale Avenue	Full length
Bamforth Place	Full length
Barrymore Way	Full length
Beechwood Road	Full length
Berwick Avenue	Full length
Bettisfield Avenue	Full length
Birchridge Close	Full length
Birkdale Avenue	Full length
Blakeley Brow	Full length
Blakeley Court	Full length

Blakeley Dell	Full length
Blakeley Dene	Full length
Blakeley Road	Full length
Bowfell Close	Full length
Bowland Close	Full length
Bownes Avenue	Full length
Bradmoor Road	Full length
Bramhall Drive	Full length
Bridle Close	Full length
Bridle Park	Full length
Bridle Road	Full length
Brinley Close	Full length
Bromborough Village Road	Full length
Bronington Avenue	Full length
Brookhurst Road	Full length
Brookhust Avenue	Full length
Broseley Avenue	Full length
Brotherton Close	Full length
Bruce Crescent	Full length
Caldicott Avenue	Full length
Calveley Avenue	Full length
Carlett Boulevard	Full length
Central Avenue	Full length
Chesterfield Road	Full length
Church Lane	Full length
Church View Court	Full length
Churchwood Close	Full length
Coniston Avenue	Full length
Cooks Acre	Full length
Cottage Close	Full length
Craigleigh Grove	Full length
Cranford Close	Full length
Croft Avenue	Full length
Croft Close	Full length
Croft Lane	Full length
Crosthwaite Avenue	Full length
Cullen Close	Full length
Cunningham Drive	Full length
Dale Avenue	Full length
Dale Road	Full length
Darleydale Drive	Full length
Dearnford Avenue	Full length
Dearnford Close	Full length
Dell Close	Full length
Dibbins Green	Full length
Dibbinsdale Road	From a point 89 metres north west of its junction with Blyth Road in a south easterly direction, to its junction with Allport Road
Doe's Meadow Road	Full length
Dovedale Avenue	Full length
Duncansby Drive	Full length
Dunham Close	Full length
Eastham Rake	Between its junctions with Brookhurst Avenue and New Chester Road
Eccleston Avenue	Full length
Edale Close	Full length
Edgewood Drive	Full length
Elgar Avenue	Full length

Elton Close	Full length
Ennerdale Avenue	Full length
Eskdale Avenue	Full length
Fairhaven Drive	Full length
Fairlawn Close	Full length
Farley Avenue	Full length
Forwood Road	Full length
Gleaston Close	Full length
Glyn Avenue	Full length
Gordon Avenue	Full length
Gorsefield Avenue	Full length
Gorsefield Close	Full length
Grampian Way	Full length
Grassmoor Close	Full length
Gratix Road	Full length
Greenacre Drive	Full length
Grenville Crescent	Full length
Hadley Avenue	Full length
Handford Avenue	Full length
Harrison Close	Full length
Harrogate Close	Full length
Harrogate Road	Full length
Hawthorn Lane	Full length
Hawthorne Close	Full length
Helsby Avenue	Full length
Heygarth Road	Full length
Heygarth Road	Full length
High Street	Full length
Hillary Road	Full length
Hornby Avenue	Full length
Hornby Court	Full length
Hornby Road	Full length
Howard Avenue	Full length
Ince Avenue	Full length
June Avenue	Full length
Kelsall Avenue	Full length
Kelsall Close	Full length
Kent Close	Full length
Keswick Avenue	Full length
Kilburn Avenue	Full length
Kingsley Avenue	Full length
Kintore Close	Full length
Langfield Grove	Full length
Lawns Avenue	Full length
Limehurst Grove	Full length
Links Close	Full length
Lowfields Avenue	Full length
Ludlow Grove	Full length
Lyndale Avenue	Full length
Maelor Close	Full length
Mainwaring Road	Full length
Malcolm Crescent	Full length
Mallowdale Close	Full length
Manor Road	Full length
Maple Grove	Full length
Marfords Avenue	Full length
Mark Rake	Full length
Marline Avenue	Full length

Marston Close	Full length
Marten Avenue	Full length
Meadowside Road	Full length
Meadway	Full length
Mendell Close	Full length
Mere Avenue	Full length
Mere Avenue	Full length
Mill Park Drive	Full length
Millersdale Close	Full length
Morland Avenue	Full length
Mossley Avenue	Full length
Muncaster Close	Full length
Nairn Close	Full length
Neville Road	Full length
New Chester Road (Service Roads)	Between its junction with Eastham Rake and property number 1170 New Chester Road
Norley Avenue	Full length
North Close	Full length
Oakes Close	Full length
Oakfield Road	Full length
Oakridge Close	Full length
Oakridge Road	Full length
Oakwood Park	Full length
Orchard Place	Full length
Ormesby Grove	Full length
Osbourne Close	Full length
Oteley Avenue	Full length
Paisley Avenue	Full length
Palatine Road	Full length
Park Road	Full length
Park View	Full length
Parkwood Close	Full length
Pickmere Drive	Full length
Picton Close	Full length
Pineridge Close	Full length
Plymyard Avenue	Full length
Plymyard Close	Full length
Princes Avenue	Full length
Queensbury Avenue	Full length
Raby Avenue	Full length
Raby Close	Full length
Raby Drive	Full length
Raby Hall Road	Between a point 30 metres west of its junction with Blakeley Road and its junction with Allport Road.
Raby Mere Road	Section between M53 Motorway and Poulton Hall Road
Raeburn Avenue	Full length
Redbrook Close	Full length
Redcar Drive	Full length
Renfrew Avenue	Full length
Rhona Close	Full length
Ribblesdale Close	Full length
Rickaby Close	Full length
Rothsay Drive	Full length
Sandway	Full length
Scafell Close	Full length
Selkirk Avenue	Full length

Shetland Drive	Full length
Somerville Close	Full length
Springhill Avenue	Full length
Stanhope Drive	Full length
Stanney Close	Full length
Stoke Close	Full length
Stretton Close	Full length
Sunningdale Drive	Full length
Sutherland Drive	Full length
Swaledale Close	Full length
Tarvin Road	Full length
Tavener Close	Full length
Tellets Hey	Full length
The Avenue	Full length
The Cross	Full length
The Meadows	Full length
The Oaks	Full length
The Rake	Full length
The Woodcotes	Full length
Thornleigh Avenue	Full length
Troon Close	Full length
Turrif Drive	Full length
Uplands Road	Full length
Valley Road	Full length
Vanderbyl Avenue	Full length
Wensleydale Avenue	Full length
Wentworth Drive	Full length
Westminster Drive	Full length
Wharfedale Drive	Full length
White Lodge Close	Full length
Wingate Road	Full length
Woodland Walk	Full length
Woodlea Close	Full length
Woodyear Road	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 12 (VARIOUS ROADS) (OXTON & CLAUGHTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/24

SCHEDULE

Road name	Length to which speed limit applies
Alexandra Road	Full length
Alfred Road	Full length
Alton Road	Full length
Alvanley Place	Full length
Arno Road	Full length
Arnside Road	Full length
Ashburton Avenue	Full length
Ashburton Road	Full length
Back Menai Street	Full length
Balfour Road	Full length
Balls Road	Full length
Barnard Road	Full length

Barren Grove	Full length
Barton Street	Full length
Beaumaris Court	Full length
Belfield Drive	Full length
Belfield Drive	Full length
Bennett's Hill	Full length
Bentinck Place	Full length
Bentley Road	Full length
Beresford Close	Full length
Beresford Road	Full length
Bessborough Road	Full length
Birch Close	Full length
Birch Road	Full length
Brancote Mount	Full length
Brancote Road	Full length
Broom Hill	Full length
Buckingham Avenue	Full length
Caroline Place	Full length
Cearns Road	Full length
Charlesville	Full length
Charlesville Court	Full length
Chetwynd Road	Full length
Christchurch Road	Full length
Clarendon Close	Full length
Claughton Firs	Full length
Claughton Green	Full length
Claughton Place	Full length
Clayton place	Full length
Clayton Street	Full length
Clive Road	Full length
Cole Street	Full length
Columbia Lane	Full length
Columbia Road	Full length
Corfu Street	Full length
Croft Edge	Full length
Derwent Road	Full length
Devonshire Close	Full length
Devonshire Road	Full length
Downing Close	Full length
Dudley Close	Full length
East Bank	Full length
Eastbourne Street	Full length
Eaton Road	Full length
Egerton Road	Full length
Enfield Terrace	Full length
Enfield Terrace	Full length
Euston Grove	Full length
Fairclough Lane	Full length
Fairview Close	Full length
Fairview Road	Full length
Forest Road	Full length
Francis Avenue	Full length
Gerald Road	Full length
Gilmour Mount	Full length
Glenmore Road	Full length
Grafton Street	Full length
Grange Mount	Full length
Grange Place	Full length

Grange Road West	Full length
Grange View	Full length
Grosvenor Road	Full length
Hawarden Avenue	Full length
Heather Brow	Full length
Heatherdale Close	Full length
Heathfield Road	Full length
Henthorne Street	Full length
Hill Road	Full length
Howbeck Close	Full length
Howbeck Drive	Full length
Hughes Lane	Full length
James Street	Full length
Jarrow Close	Full length
Kent Street	Full length
Kings Mount	Full length
Kingsmead Grove	Full length
Kingsmead Road	Full length
Kingsmead Road North	Full length
Kingsmead Road South	Full length
Kylemore Road	Full length
Laburnum Road	Full length
Lingdale Avenue	Full length
Lingdale Road	Full length
Lorne Road	Full length
Lynnbank	Full length
Maritime Park	Full length
Marlborough Grove	Full length
Mather Road	Full length
Merton Place	Full length
Midland Street	Full length
Mount Pleasant	Full length
Newburns Lane	Full length
Normanston Road	Full length
Normanston Close	Full length
Nun Close	Full length
Nursery Close	Full length
Osborne Road	Full length
Oxton Road	Between its junctions with balls Road East and Whetstone Lane
Palm Grove	Full length
Palm Hill	Full length
Parrs Road	Full length
Poplar Road	Full length
Prices Lane	Full length
Radnor Place	Full length
Rathmore Close	Full length
Rathmore Drive	Full length
Rathmore Road	Full length
Ravenscroft Road	Full length
Reedville	Full length
Rich View	Full length
Ridley Street	Full length
Rose Mount	Full length
Rose Mount Close	Full length
Roslin Road	Full length
Salem View	Full length
Shrewsbury Road	Full length

Silverdale Road	Full length
Slatey Road	Full length
South Bank	Full length
South Hill Grove	Full length
South Hill Road	Full length
St Aidans Terrace	Full length
St Albans Road	Full length
St Andrews Road	Full length
St David Road	Full length
St Helen's Close	Full length
St Hughe's Close	Full length
St Ives Way	Full length
St Seiriol Grove	Full length
St Vincent Road	Full length
Telford Close	Full length
Templemore Road	Full length
The Grove	Full length
The Nook	Full length
Tollemache Road	Between its junctions with Upton Road and Forest Road
Victoria Lane	Full length
Victoria Mount	Full length
Village Road	Full length
Warwick Close	Full length
Well Cottages	Full length
Wellington Road	Full length
Westbourne Road	Full length
Willan Street	Full length
Yewdale Park	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 16 (VARIOUS ROADS) (ROCK FERRY & BROMBOROUGH AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/25

SCHEDULE

Road name	Length to which speed limit applies
Acton Road	Full length
Autumn Grove	Full length
Bank Dene	Full length
Bankside Road	Full length
Bebington Road (Service Road between No's 115 and 133)	Full length
Bebington Road (B5136)	Between its junctions with Greendale Road and New Chester Road
Bebington Road (B5148)	From a point 50 metres north west of The Cokers to its junction with Old Chester Road
Beta Close	Full length
Birkett Road	Full length
Briarswood Close	Full length
Browning Avenue	Full length
Brownlow Road	Full length
Bryony Way	Full length

Byrne Avenue	Full length
Coleridge Drive	Full length
College Drive	Full length
Delyn Close	Full length
Deverill Road	Full length
Devon Gardens	Full length
Earl Street	Full length
Egerton Gardens	Full length
Egerton Park	Full length
Egerton Park Close	Full length
Egerton Road	Full length
Eliot Close	Full length
Farlow Road	Full length
Farlow Road	Full length
Ferries Close	Full length
Green Lawn	Full length
Grove Square	Full length
Grove Street	Full length
Harrogate Road	Full length
Highfield Crescent	Full length
Highfield Grove	Full length
Highfield Road	Full length
Highfield South	Full length
Howell Road	Full length
Hulmewood	Full length
Hurst Bank	Full length
Kempton Road	Full length
King Street	Full length
Kipling Avenue	Full length
Knowsley Close	Full length
Knowsley Road	Full length
Lawnside Close	Full length
Legh Road	Full length
Longfellow Drive	Full length
Lytton Avenue	Full length
Marquis Street	Full length
Masefield Close	Full length
Melville Avenue	Full length
New Chester Road	Between its junction with Earl Street and a point 80m south east of its junction with Boundary Road
New Ferry Road	Between its junctions with New Chester Road and Brownlow Road
Old Chester Road	Between a point 50 metres south east of its junction with Hulmewood and its junction with Bedford Road
Olinda Street	Full length
Prentice Road	Full length
Queens Road	Full length
Ravenswood Avenue	Full length
Richardson Road	Full length
Rock Lane West	Full length
Rocklands Avenue	Full length
Roselands Court	Full length
Ruskin Avenue	Full length
Rydal Bank	Full length
Sandringham Close	Full length
School Lane	Full length

Sefton Road	Full length
Sefton Road	Full length
Shakespeare Avenue	Full length
Spenser Avenue	Full length
Springwood Way	Full length
Stanley Road	Full length
Stoneleigh Grove	Full length
Tennyson Avenue	Full length
Thorpe Bank	Full length
Victoria Drive	Full length
Ward Grove	Full length
Wilton Road	Full length
Windsor Close	Full length
Woodcote Bank	Full length
Woodland Grove	Full length
Woodland Road	Full length
Wordsworth Avenue	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 28 (VARIOUS ROADS) (PRENTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/29

SCHEDULE

Road name	Length to which speed limit applies
Acrefield Road	Full length
Alastair Crescent	Full length
Badger Way	Full length
Berkeley Avenue	Full length
Boswell Road	Full length
Bramwell Avenue	Full length
Brook Way	Full length
Broxton Avenue	Full length
Bryanston Road	Full length
Burrell Close	Full length
Burrell Road	Full length
Byron Close	Full length
Cambridge Road	Full length
Carlaw Road	Full length
Cecil Road	Full length
Cornwall Drive	Full length
Curon Road	Full length
Durley Drive	Full length
Durley Park Close	Full length
Edinburgh Drive	Full length
Elm Road	Full length
Elm Road North	Full length
Ennerdale Road	Full length
Fairways	Full length
Garrick Road	Full length
Glenavon Road	Full length
Goldsmith Road	Full length

Golf Links Road	Full length
Grainger Avenue	Full length
Gresford Avenue	Full length
Holm Hey Road	Full length
Johnson Road	Full length
Kenmore Road	Full length
Kindale Road	Full length
Layton Avenue	Full length
Linden Drive	Full length
Malpas Avenue	Full length
Mapleton Close	Full length
Melford Drive	Full length
Millington Close	Full length
Mount Wood Road	Full length
Northwood Road	Full length
Osmaston Road	Full length
Palmwood Close	Full length
Park Vale Avenue	Full length
Pinewalks	Full length
Pinewalks Ridge	Full length
Prenton Dell Avenue	Full length
Prenton Dell Road	Full length
Prenton Farm Road	Full length
Prenton Hall Road	Full length
Prenton Lane	Full length
Prenton Village Road	Full length
Prenton Way	Full length
Prospect Road	Full length
Queens Drive	Full length
Reservoir Road	Full length
Reservoir Road North	Full length
Shipton Close	Full length
St Stephen's Road	Full length
Stanley Avenue	Full length
Tilstock Crescent	Full length
Tower Road	Full length
Waterpark Close	Full length
Waterpark Road	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 33 (VARIOUS ROADS) (LEASOWE & MORETON EAST AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/30

SCHEDULE

Road name	Length to which speed limit applies
Aintree Close	Full length
Avondale Avenue	Full length
Birket Avenue	Full length
Birket Close	Full length
Castle Close	Full length
Castleford Rise	Full length
Castlegrange Close	Full length
Castleheath Close	Full length

Castleway North	Full length
Castleway South	Full length
Cheltenham Crescent	Full length
Cook Road	Full length
Cronton Avenue	Full length
Ditton Lane	Full length
Dunstall Close	Full length
Epsom Road	Full length
Farnworth Avenue	Full length
Findley Drive	Full length
Garswood Close	Full length
Goodwood Drive	Full length
Heyes Drive	Full length
Leasowe Gardens	Full length
Marshfield Court	Full length
Mereheath	Full length
Newbury Way	Full length
Oakmere Close	Full length
Poppy Close	Full length
Reeds Lane	Full length
Reedville Grove	Full length
Rossall Court	Full length
The Beeches	Full length
The Heathlands	Full length
The Sandhills	Full length
The Stakes	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 47 (VARIOUS ROADS) (HESWALL AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/31

SCHEDULE

Road name	Length to which speed limit applies
Anthony's Way	Full length
Ash Way	Full length
Banks Road	Full length
Baskervyle Close	Full length
Baskervyle Road	Full length
Beacon Lane	Full length
Beechfield Close	Full length
Beverley Drive	Full length
Birchway	Full length
Broad Lane	Full length
Broomfields Close	Full length
Broomlands	Full length
Bush Way	Full length
Castle Drive	Full length
Cedarway	Full length
Chantry Walk	Full length
Church Farm Court	Full length
Church Meadow Lane	Full length
Closeburn Avenue	Full length

Cottage Drive West	Full length
Cottage Lane	Full length
Croftsway	Full length
Crossley Drive	Full length
Dale Gardens	Full length
Dalesway	Full length
Dawstone Rise	Full length
Dawstone Road	Full length
Dee Park Close	Full length
Dee Park Road	Full length
Dee View Road	Full length
Deeside	Full length
Delavor Close	Full length
Delavor Road	Full length
Dunster Grove	Full length
Farr Hall Drive	Full length (Adopted Sections)
Farr Hall Road	Full length
Feather Lane	Full length
Ferns Close	Full length
Firway	Full length
Gayton Farm Road	Full length
Gayton Lane	Full length
Gayton Parkway	Full length
Greenfield Lane	Full length
Gulls Way	Full length
Hatton Close	Full length
Hawks Way	Full length
Heathside	Full length
Hessle Drive	Full length
Highfields	Full length
Hilbre Avenue	Full length
Hillside Road	Full length
Hinderton Drive	Full length
Kingsway	Full length
Latchford Road	Full length
Laurelbanks	Full length
Lillyfield	Full length
Linnets Way	Full length
Long Meadow	Full length
Lynton Close	Full length
Manner's Lane	Full length
Marine Drive	Full length
Meadway	Full length
Moorland Close	Full length
Moorland Park	Full length
Mostyn Avenue	Full length
Mount Avenue	Full length
North Drive	Full length
Oaksway	Full length
Oldfield Close	Full length
Oldfield Drive	Full length
Oldfield Gardens	Full length
Oldfield Road	Between its junctions with Thurstaston Road and Oldfield Drive
Oldfield Way	Full length
Park West	Full length
Parklands Drive	Full length
Phillips Way	Full length

Piper's Lane	Full length
Pipers Close	Full length
Pipers End	Full length
Porlock Close	Full length
Quarry Road West	Full length
Queens Drive	Full length
Queensway	Full length
Rectory Close	Full length
Redstone Drive	Full length
Riverbank Close	Full length
Riverbank Road	Full length
Rocky Lane	Full length
Rocky Lane South	Full length
Ronaldsway	Full length
Rooks Way	Full length
Roscote Close	Full length
Sandfield Park	Full length
School Hill	Full length
Seabank Road	Full length
Seafield Avenue	Full length
South Drive	Full length
St Peter's Close	Full length
St Stephen's Close	Full length
Station Road	Full length
Strathallan Close	Full length
Strathearn Road	Full length
Target Road	Full length
Tealsway	Full length
Telegraph Road	Between its junctions with Dale Court and South Drive
The Akbar	Full length
The Knap	Full length
The Lydiate	Full length
The Moorings	Full length
The Mount	Full length
The Pipers	Full length
The Ridge	Full length
The Ridgeway	Full length
The Roscote	Full length
The Spinney	Full length
Thornton Crescent	Full length
Thurstaston Road	Full length
Tithebarn Close	Full length
Trent Way	Full length
Village Road	Full length
Wallrake	Full length
Warren Way	Full length
Well Lane	Full length
West Drive	Full length
West Grove	Full length
Westway	Full length
Wittering Lane	Full length
Woodburn Drive	Full length
Woodcot Lane	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 29 (VARIOUS ROADS) (CLAUGHTON & OXTON AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/26

SCHEDULE

Road name	Length to which speed limit applies
Aldford Close	Full length
Allonby Close	Full length
Anthorn Close	Full length
Aston Close	Full length
Audlem Avenue	Full length
Avelon Close	Full length
Aylesbury Avenue	Full length
Backford Way	Full length
Balmoral Grove	Full length
Banbury Way	Full length
Bassenthwaite Avenue	Full length
Bentham Close	Full length
Beryl Road	Full length
Birchview Way	Full length
Bollington Close	Full length
Bramblewood Close	Full length
Budworth Close	Full length
Budworth Road	Full length
Buerton Close	Full length
Buttermere Avenue	Full length
Calthorpe Way	Full length
Calveley Close	Full length
Chenotrie Gardens	Full length
Chetwynd Close	Full length
Christleton Close	Full length
Churton Avenue	Full length
Coniston Avenue	Full length
Croft Close	Full length
Cross Hey Avenue	Full length
Davenham Avenue	Full length
Davenham Close	Full length
Dodleston Close	Full length
Dorchester Park	Full length
Dorchester Way	Full length
Duddon Close	Full length
Eastview Close	Full length
Eccleston Close	Full length
Edgefield Close	Full length
Farndon Way	Full length
Fern Grove	Full length
Flatt Lane	Full length
Gawsworth Close	Full length
Glamis Close	Full length
Grasmere Avenue	Full length
Hampton Chase	Full length
Hargrave Avenue	Full length
Hargrave Close	Full length

Hartford Close	Full length
Hatchmere Close	Full length
Helton Close	Full length
High Bank Close	Full length
Hill Ridge	Full length
Hillside View	Full length
Hogarth Drive	Full length
Holm Lane	Full length
Holm View Close	Full length
Holmlands Crescent	Full length
Holmlands Drive	Full length
Holmlands Way	Full length
Howbeck Road	Full length
Ince Close	Full length
Ince Grove	Full length
Inveresk Court	Full length
Kelsall Close	Full length
Kilmalcolm Close	Full length
Knightsbridge Court	Full length
Lea Close	Full length
Ledbury Close	Full length
Ledsham Close	Full length
Links View	Full length
Littleton Close	Full length
Manley Close	Full length
Marple Close	Full length
Marston Close	Full length
Menlo Close	Full length
Mere Farm Grove	Full length
Mere Farm Road	Full length
Merebank	Full length
Moorfields Avenue	Full length
Noctorum Avenue	Between its junctions with Eastview Close and Noctorum Way
Noctorum Dell	Full length
Noctorum Lane	Full length
Noctorum Way	Full length
Oakleaf Mews	Full length
Olivia Close	Full length
Ollerton Close	Full length
Orlando Close	Full length
Ormond Way	Full length
Ossett Close	Full length
Oulton Close	Full length
Oulton Way	Full length
Overton Close	Full length
Overton Way	Full length
Pagewood Close	Full length
Palmer Close	Full length
Picton Close	Full length
Pine Tree Avenue	Full length
Pinedale Close	Full length
Pipistrelle Rise	Full length
Pleasington Close	Full length
Pleasington Drive	Full length
Prestbury Avenue	Full length
Prestbury Close	Full length
Ravendale Close	Full length

Redstone Rise	Full length
Ridgeview Road	Full length
Ridings Hey	Full length
Ringwood	Full length
Rivington Avenue	Full length
Rossendale Close	Full length
Rowton Close	Full length
Ruskin Way	Full length
Rydal Avenue	Full length
Sandalwood Drive	Full length
Shavington Avenue	Full length
Sorrel Close	Full length
Spurstow Close	Full length
St Davids Lane	Full length
Stokesay	Full length
Stretton Close	Full length
Stubbs Lane	Full length
Sunnybank Avenue	Full length
Tabley Close	Full length
Tarporley Close	Full length
The Lodge	Full length
The Ridings	Full length
The Uplands	Full length
Thirlmere Avenue	Full length
Townfield Close	Full length
Townfield Lane	From its junction with Hargrave Avenue to its junction with Noctorum Way
Tynron Grove	Full length
Ullswater Avenue	Full length
Upton Road (Service Road between No's 383 to 399)	Full length
Utkinton Close	Full length
Vyner Close	Full length
Vyner Close	Full length
Vyner Road South	Full length
Waterford Road	Full length
Waverton Avenue	Full length
Wendover Close	Full length
Wentworth Close	Full length
Wernbrook Close	Full length
Wervin Road	Full length
West Close	Full length
West Road	Full length
Westcott Way	Full length
Westmount Park	Full length
Westview Close	Full length
Westway	Full length
Wethersfield Road	Full length
Wexford Close	Full length
Wexford Road	Full length
Whinmoor Close	Full length
Willow Lea	Full length
Windermere Road	Full length
Wingate Close	Full length
Winston Drive	Full length
Winthrop Park	Full length
Wirral Way	Full length
Woodbank Park	Full length

Woodberry Close	Full length
Wrenbury Close	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 4 (VARIOUS ROADS) (WALLASEY & LISCARD AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/27

SCHEDULE

Road name	Length to which speed limit applies
Asbury Road	Full length
Bangor Road	Full length
Barmouth Road	Full length
Bayswater Gardens	Full length
Bayswater Road	Full length
Beaufort Drive	Full length
Beaumaris Road	Full length
Beechwood Avenue	Full length
Bidston Avenue	Full length
Bletchley Avenue	Full length
Brecksides Avenue	Full length
Browning Road	Full length
Brynmoor Avenue	Full length
Buckingham Road	Full length
Burdett Road	Full length
Burton Avenue	Full length
Buxton Lane	Full length
Chorlton Grove	Full length
Clare Crescent	Full length
Cross Lane	Full length
Folly Lane	Full length
Gainsborough Road	Full length
Granville Terrace	Full length
Green Lane	Full length
Greenleas Close	Full length
Greenleas Road	Full length
Groveland Avenue	Full length
Groveland Road	Full length
Hillam Road	Full length
Hillside Road	Full length
Inchcape Road	Full length
Keeble Drive	Full length
Kinross Road	Full length
Leasowe Avenue	Full length
Leasowe Road	Between its junctions with Cross Lane and Wallasey Village
Longacre Close	Full length
Lycett Road	Full length
Malvern Road	Full length
Marlwood Avenue	Full length
Marshlands Road	Full length
Moorcroft Road	Full length
Moreton Grove	Full length

Newport Avenue	Full length
Northcote Road	Full length
Ponsonby Road	Full length
Probyn Road	Full length
Radstock Road	Full length
Redcar Road	Full length
Regent Road	Full length
Russell Road	Full length
Saltburn Road	Full length
Sandhills View	Full length
School Lane	Full length
Southbourne Road	Full length
Southcroft Road	Full length
St Nicholas Road	Full length
Stanley Avenue	Full length
Stonehouse Road	Full length
Village Way	Full length
Wallacre Road	Full length
Wetherby Avenue	Full length
Wirral Villas	Full length
Wood Lane	Full length
Wyndham Road	Full length

METROPOLITAN BOROUGH OF WIRRAL

ZONE 7 (VARIOUS ROADS) (SEACOMBE AREA)

(20MPH SPEED LIMIT) ORDER 2022

Scheme Ref – TO/22/28

SCHEDULE

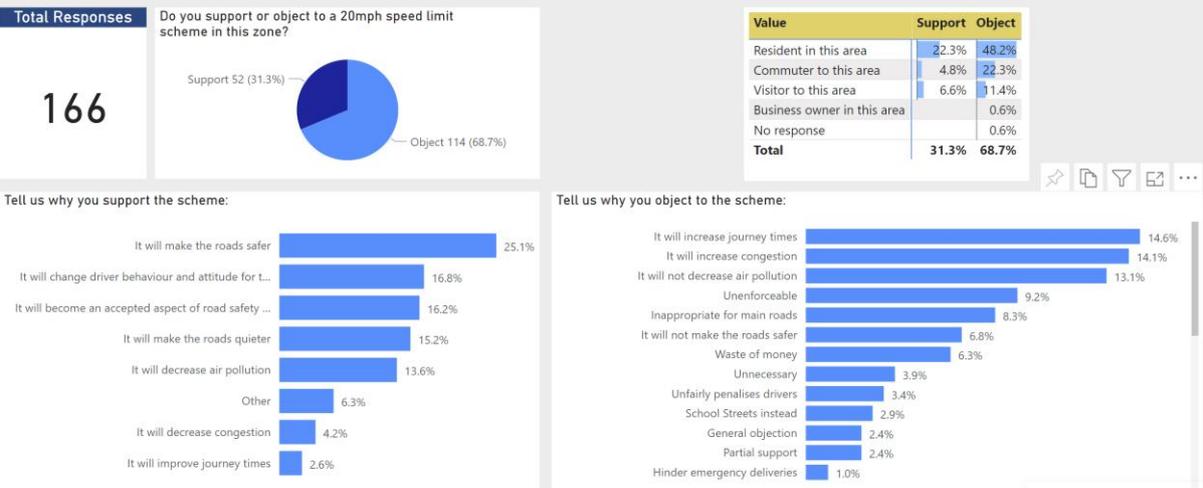
Road name	Length to which speed limit applies
Acacia Grove	Full length
Alfred Road	Full length
Ashville Road	Full length
Belle Vue Road	Full length
Borough Road	Full length
Brentwood Street	Full length
Briardale Road	Full length
Bridle Avenue	Full length
Bridle Road	Full length
Church Crescent	Full length
Citrine Road	Full length
Clarence Road	Full length
Corbyn Street	Full length
Crosfield Road	Full length
Cross Street	Full length
Daisy Lane	Full length
Dale Hey	Full length
Denbigh Road	Full length
Drayton Road	Full length
Geneva Road	Full length
Gladstone Road	Full length
Gorsedale Park	Full length
Halstead Road	Full length

Harlech Street	Full length
Hatherley Street	Full length
Hawthorne Grove	Full length
Horseman Place	Full length
Iford Avenue	Full length
James Street	Full length
Karslake Road	Full length
Kelvin Park	Full length
Kelvinside	Full length
Lever Avenue	Full length
Lindeth Avenue	Full length
Lucerne Road	Full length
Luke Street	Full length
Matthew Close	Full length
Matthew Street	Full length
May Avenue	Full length
Milton Road	Full length
Montrose Avenue	Full length
Naples Road	Full length
New Street	Full length
Norman Road	Full length
Oakdale Avenue	Full length
Oakdale Road	Full length
Palatine Road	Full length
Palermo Close	Full length
Parry Street	Full length
Percy Road	Full length
Peter Street	Full length
Poulton Road	Between its junctions with Borough Road and Rostherne Avenue
Primrose Grove	Full length
Rufford Road	Full length
Rycroft Road	Full length
Shakespeare Road	Full length
St Paul's Road	Full length
St Pauls Avenue	Full length
Stanley Close	Full length
Stanley Street	Full length
Stourton Street	Full length
The Birches	Full length
The Grove	Full length
Trentham Road	Full length
Vivian Avenue	Full length
Westfield Road	Full length
Wheatland Lane	Full length
Wheatland Lane	Full length
Wickham Close	Full length
William Street	Full length
Winterhey Avenue	Full length
Woodview Avenue	Full length
York Avenue	Full length
York Road	Full length

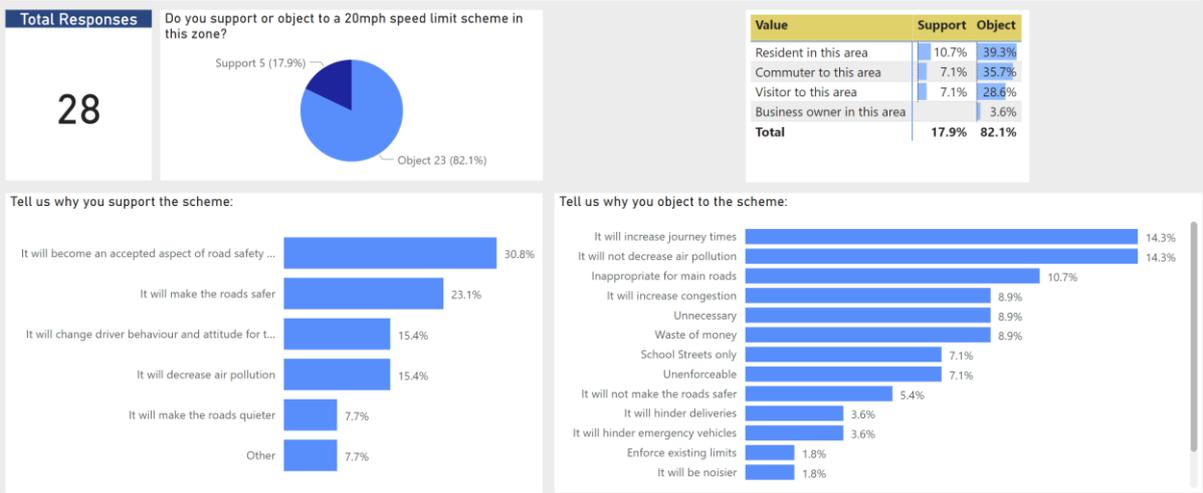
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APPENDIX C – GRAPHICS SHOWING CONSULTATION FEEDBACK PER ZONE

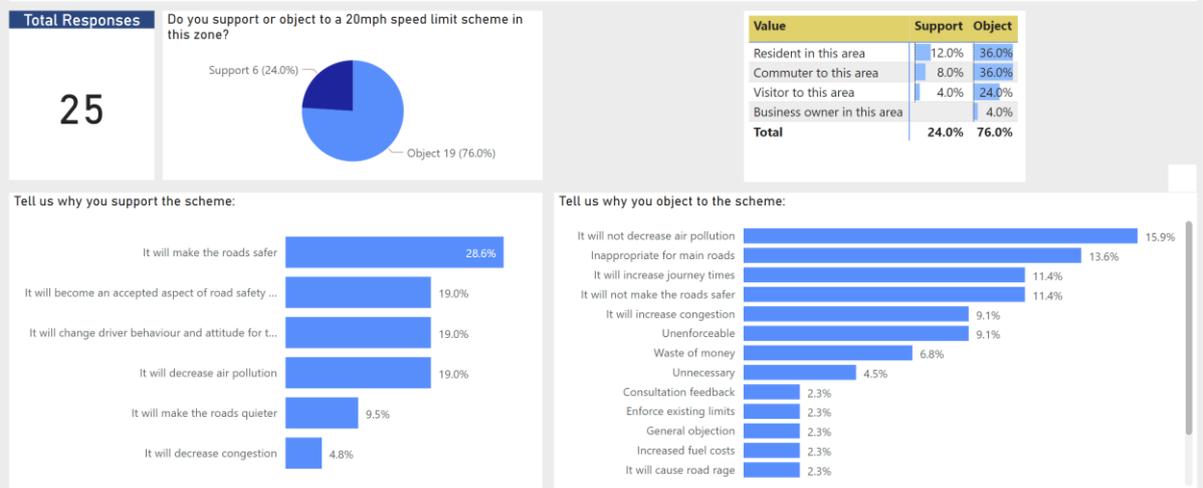
Zone 2 - Wallasey Village Road/ Martins Lane/ Seabank Road/Coastal Drive



Zone 4 - Breck Road, Docks Link, Wallasey Village, Bayswater Road



Zone 7 - Gorse Lane, Dock Road, Poulton Road, Birkenhead Road

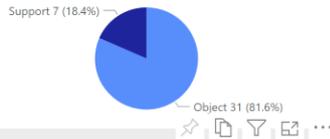


Zone 9 - Conway Street, Canning Street, Chester Street, Park Road North

Total Responses

38

Do you support or object to a 20mph speed limit scheme in this zone?

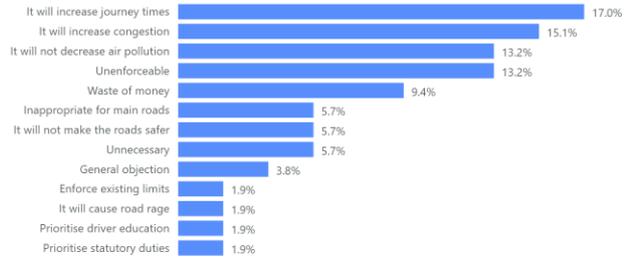


Value	Support	Object
Commuter to this area	10.5%	36.8%
Visitor to this area	5.3%	28.9%
Resident in this area	5.3%	26.3%
Business owner in this area		5.3%
No response		2.6%
Total	18.4%	81.6%

Tell us why you support the scheme:



Tell us why you object to the scheme:

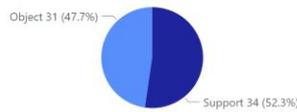


Zone 12 - Cloughton Road, Upton Road, Bidston Road, Storeton Road

Total Responses

65

Do you support or object to a 20mph speed limit scheme in this zone?

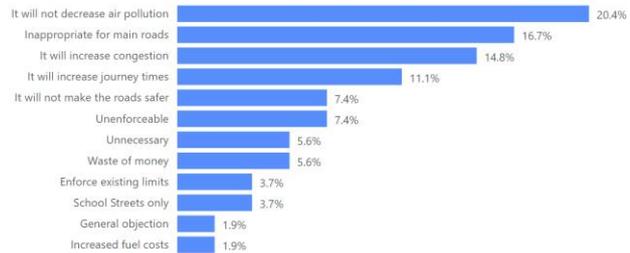


Value	Support	Object
Resident in this area	40.0%	29.2%
Commuter to this area	3.1%	16.9%
Visitor to this area	7.7%	7.7%
Business owner in this area	1.5%	
No response	1.5%	
Total	52.3%	47.7%

Tell us why you support the scheme:



Tell us why you object to the scheme:

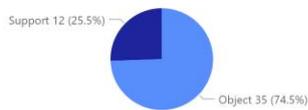


Zone 14 - Borough Road, New Chester Road, Bedford Avenue, Kings Lane

Total Responses

47

Do you support or object to a 20mph speed limit scheme in this zone?

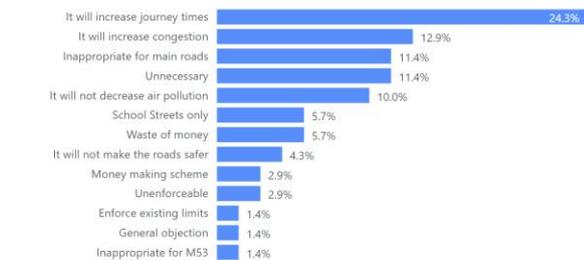


Value	Support	Object
Commuter to this area	4.3%	40.4%
Resident in this area	10.6%	34.0%
Visitor to this area	14.9%	17.0%
Business owner in this area		2.1%
Total	25.5%	74.5%

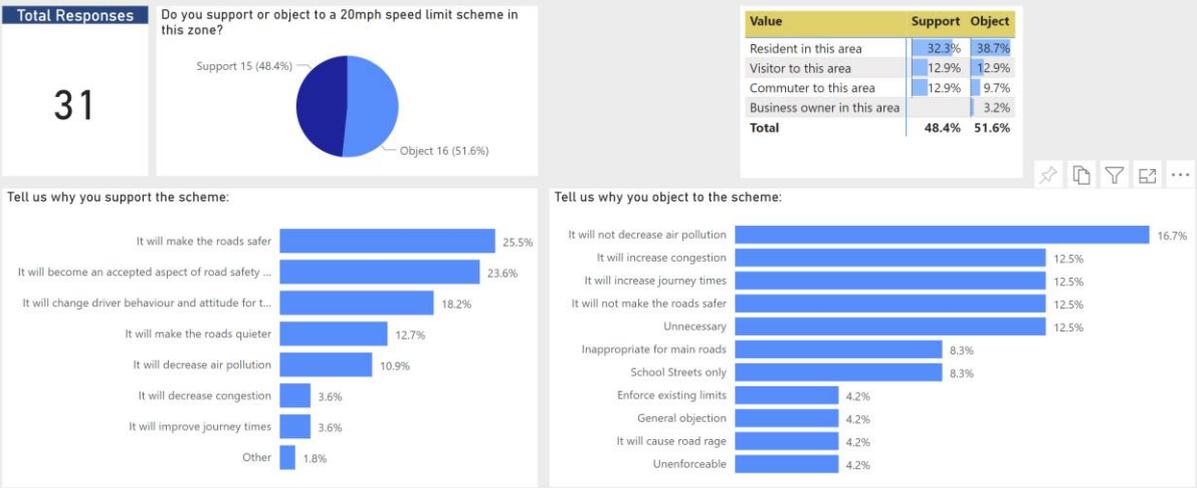
Tell us why you support the scheme:



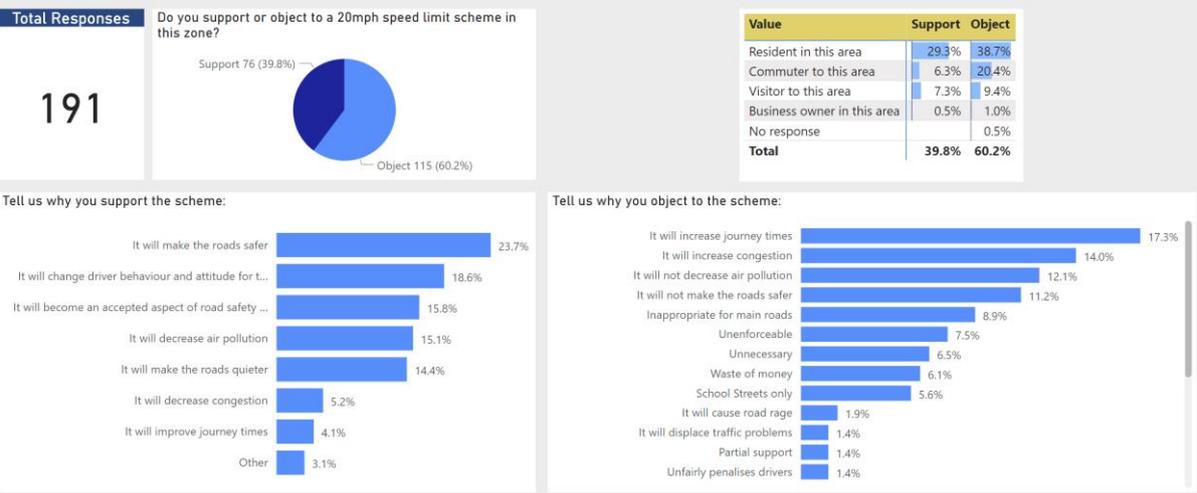
Tell us why you object to the scheme:



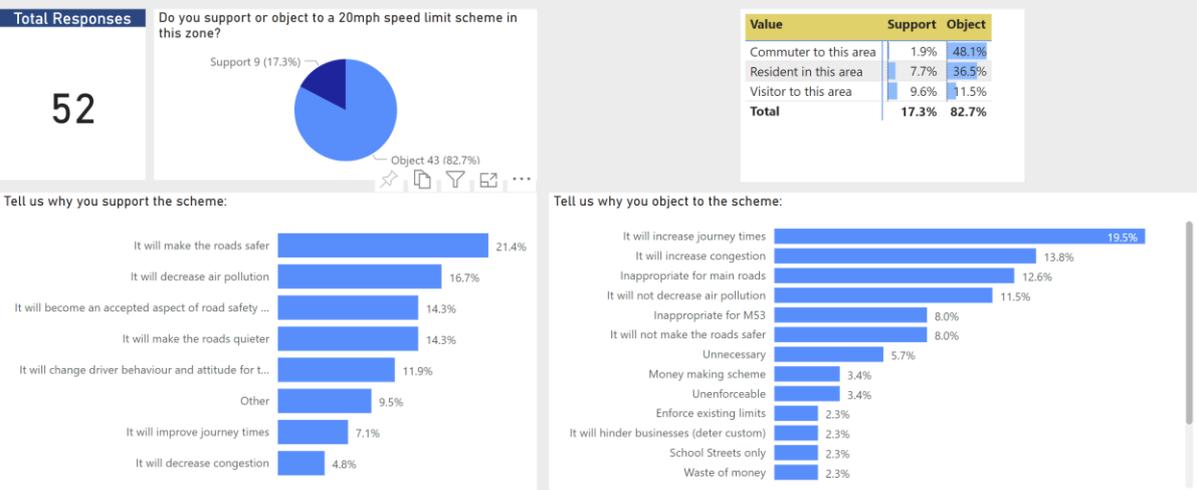
Zone 16 - Bedford Avenue, Bebington Road, Old Chester Road, New Chester Road



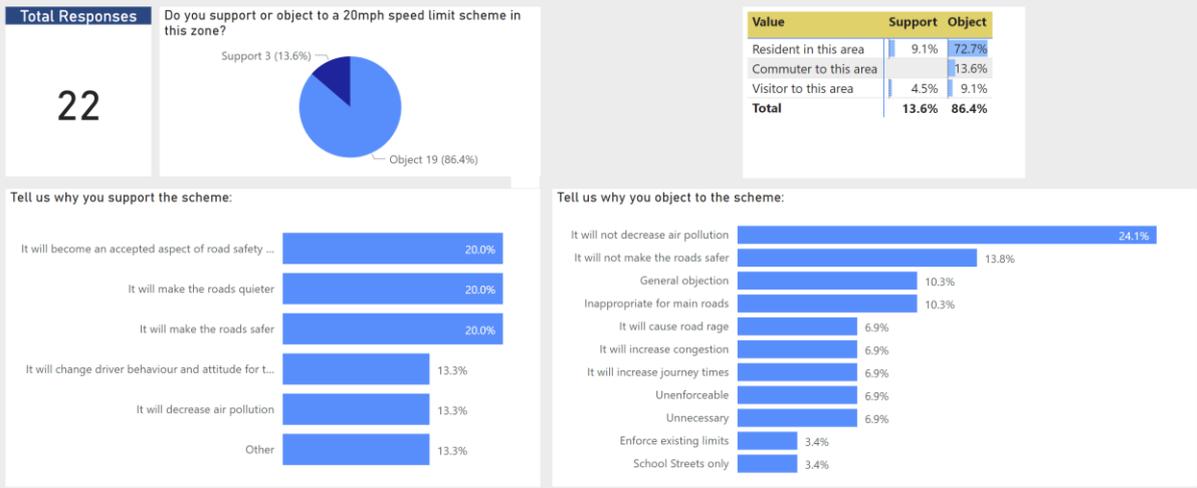
Zone 22 - New Chester Road / Bebington Road / Spital Road / Croft Avenue East



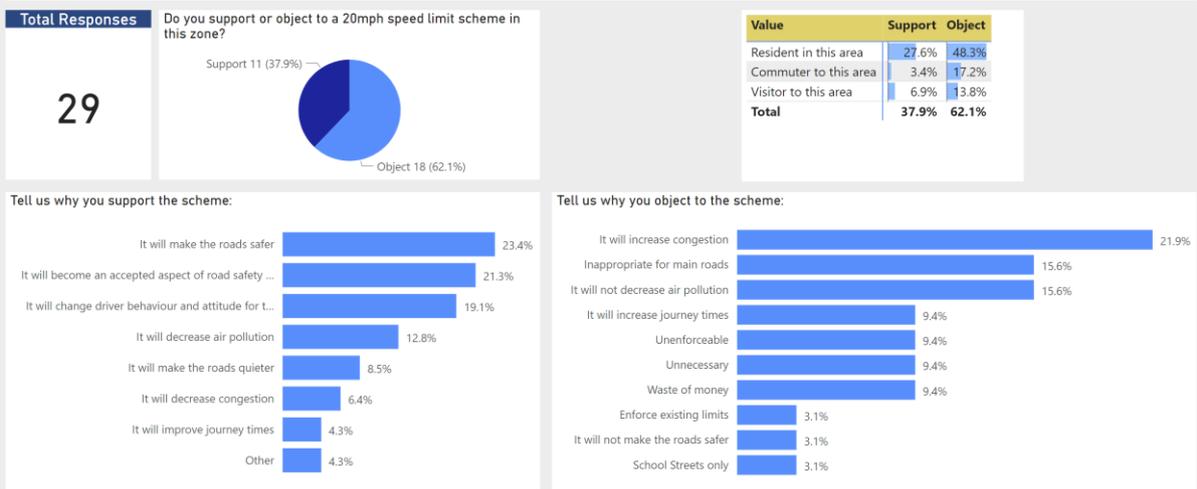
Zone 23 - New Chester Road, M53, Hooton Park, New Ferry Road



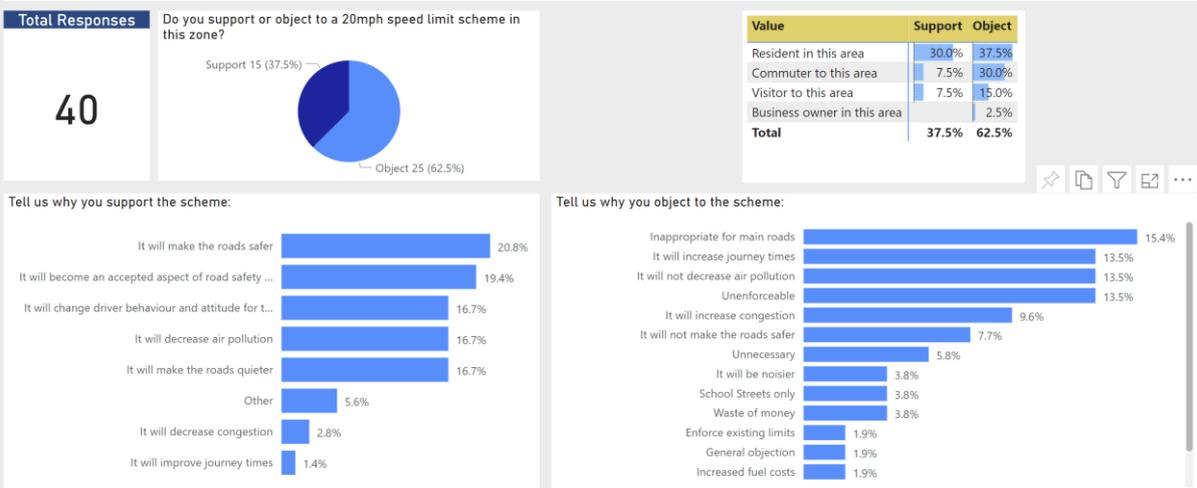
Zone 25 - Poulton Hall Road, M53, Hooton Park, River, New Ferry



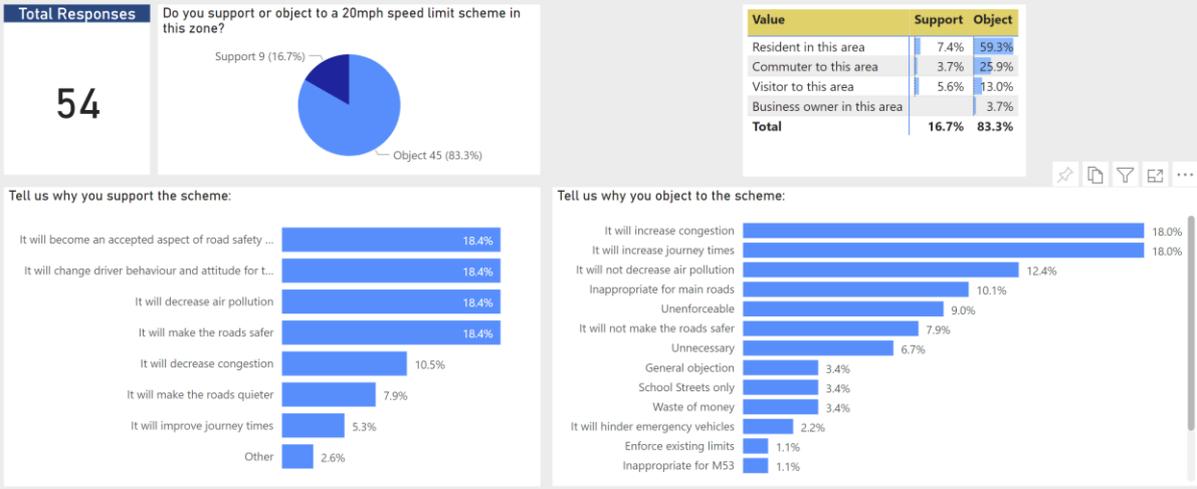
Zone 28 - Woodchurch Road, M53, Prenton Golf Course, Lever Causeway



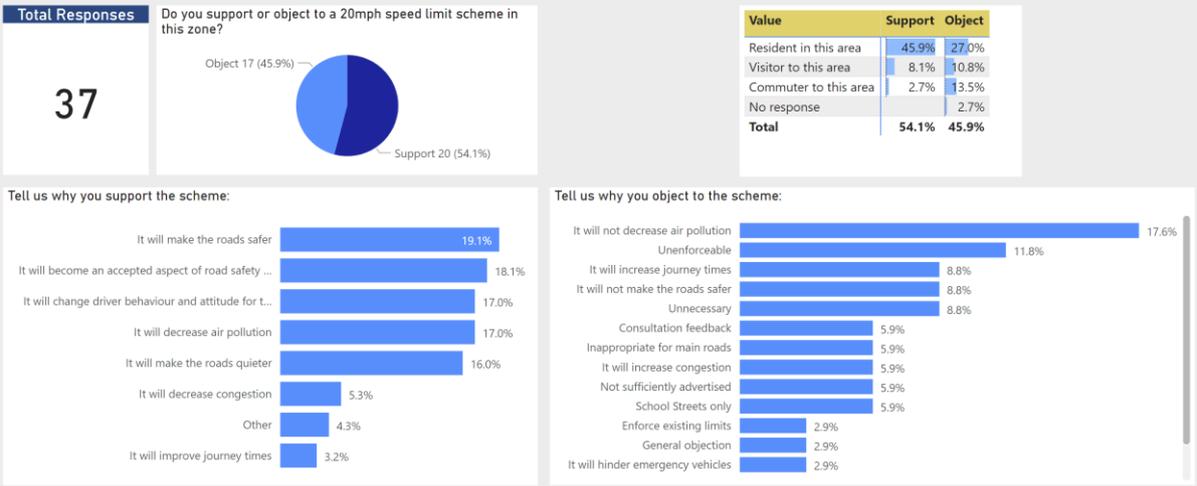
Zone 29 - Talbot Road, Bidston Road, Upton Road, M53



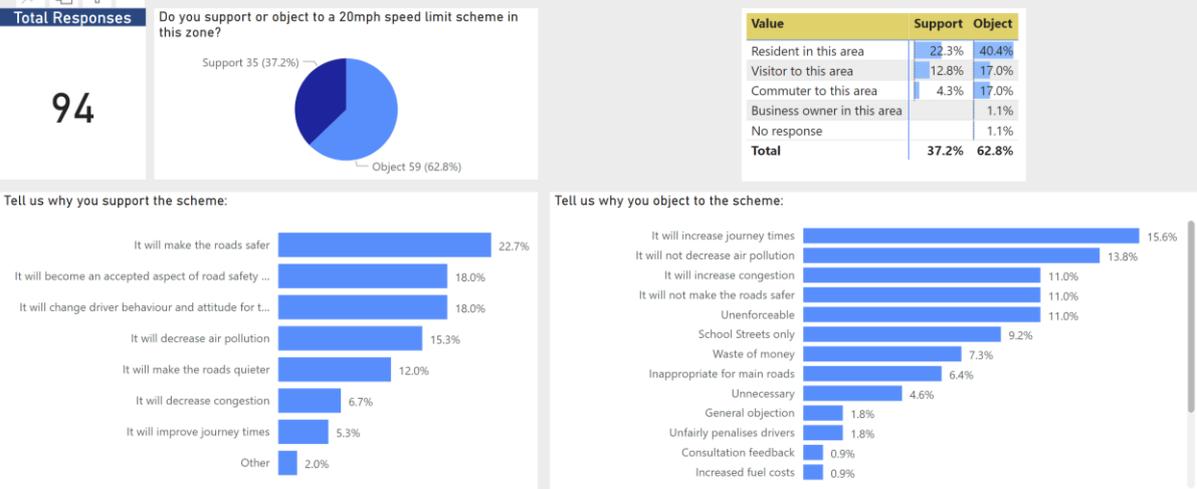
Zone 33 - Fender Lane, Hoylake Road, M53, Leasowe Road, Pasture Road



Zone 47 - Lower Heswall, Telegraph Road, River Dee, Oldfield Drive



Zone 49 - River Dee / Telegraph Road / Golf course



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APPENDIX D - ADVERT DATES FOR EACH ZONE IN PHASE 1

20mph Speed Limit Schemes - Consultation Rollout Period for Areas in Phase 1

Zone / Area	Start of Consultation Period	End of Consultation Period	No of Public Notices			
2	05/10/2022	02/11/2022	30			
22	05/10/2022	02/11/2022	13			
49	05/10/2022	02/11/2022	23			
14	12/10/2022	09/11/2022	23			
9	12/10/2022	09/11/2022	19			
23	12/10/2022	09/11/2022	14			
25	19/10/2022	16/11/2022	18			
12	19/10/2022	16/11/2022	22			
16	19/10/2022	16/11/2022	18			
29	26/10/2022	23/11/2022	12			
4	26/10/2022	23/11/2022	8			
7	26/10/2022	23/11/2022	12			
28	02/11/2022	30/11/2022	9			
33	02/11/2022	30/11/2022	14			
47	02/11/2022	30/11/2022	12			

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APPENDIX E - KEY FINDINGS AND OFFICER RESPONSES TO OBJECTIONS

Through this consultation people were asked to provide their comments on the proposals, including any objections, and reasons for objection for each of the proposed zones contained within Phase 1. The consultation was carried out between 5 October and 30 November 2022. The approach used was an online public consultation through the 'Have your say' consultation portal at www.haveyoursay.wirral.gov.uk with a page dedicated to the 20mph speed limit consultation. Documents provided on the site included a background to the scheme, a link to the original committee decision to progress with the scheme and maps of each proposed zone. One online questionnaire was provided for residents to engage with. Respondents were also able to submit additional comments via a dedicated email address, which was published on the 'Have your say' website alongside the online tool.

The consultation questionnaire was developed to enable stakeholders to record their support or objection to each, or all, proposed schemes, and provide additional text comments as to the reasons for their support or objection. No questions were mandatory so respondents could choose which questions to respond to.

Following closure of the consultation, the responses to each of the questions were collated and combined with the email submissions. The questionnaire was responded to by 919 people, with an additional 49 direct representations received via the dedicated email address supplied for the consultation process. These are summarised for each zone in Appendix C to this report. In terms of the results, it is important to note that the public consultation is not representative of the overall population but provides information on the opinion only of those residents who engaged.

Summary:

- **Zone 2 – Area bounded by Wallasey Village Road / Martins Lane / Seabank Road / Coastal Drive - Scheme reference number TO/22/16**
 - Out of the total responses, 54 supported the scheme and 116 objected to it.
 - The approximate resident population in this zone is 28,000.

- **Zone 4 - Area bounded by Breck Road / Docks Link / Wallasey Village / Bayswater Road - Scheme reference number TO/22/27**
 - Out of the total responses, 5 supported the scheme and 24 objected to it.
 - The approximate resident population in this zone is 10,000.

- **Zone 7 - Area bounded by Gorsey Lane / Dock Road / Poulton Road / Birkenhead Road - Scheme reference number TO/22/28**
 - Out of the total responses, 6 supported the scheme and 21 objected to it.
 - The approximate resident population in this zone is 10,000.

- **Zone 9 - Area bounded by Conway Street / Canning Street / Chester Street / Park Road North - Scheme reference number TO/22/21**
 - Out of the total responses, 8 supported the scheme and 31 objected to it.
 - The approximate resident population in this zone is 9,300.
- **Zone 12 - Area bounded by Claughton Road / Upton Road / Bidston Road / Storeton Road - Scheme reference number TO/22/24**
 - Out of the total responses, 31 supported the scheme and 34 objected to it.
 - The approximate resident population in this zone is 14,000.
- **Zone 14 - Area bounded by Borough Road / New Chester Road / Bedford Avenue / Kings Lane - Scheme reference number TO/22/20**
 - Out of the total responses, 12 supported the scheme and 38 objected to it.
 - The approximate resident population in this zone is 13,500.
- **Zone 16 - Area bounded by Bedford Avenue / Bebington Road / Old Chester Road / New Chester Road - Scheme reference number TO/22/25**
 - Out of the total responses, 15 supported the scheme and 17 objected to it.
 - The approximate resident population in this zone is 9,300.
- **Zone 22 - Area bounded by New Chester Road / Bebington Road / Spital Road / Croft Avenue East - Scheme reference number TO/22/18**
 - Out of the total responses, 76 supported the scheme and 119 objected to it.
 - The approximate resident population in this zone is 6,300.
- **Zone 23 - Area bounded by New Chester Road / M53 / Hooton Park / New Ferry Road - Scheme reference number TO/22/22**
 - Out of the total responses, 9 supported the scheme and 43 objected to it.
 - The approximate resident population in this zone is 11,300.
- **Zone 25 - Area bounded by Poulton Hall Road / M53 / Hooton Park / River / New Ferry By-pass - Scheme reference number TO/22/23**
 - Out of the total responses, 3 supported the scheme and 22 objected to it.
 - The approximate resident population in this zone is 27,000.
- **Zone 28 - Area bounded by Woodchurch Road / M53 / Prenton Golf Course / Lever Causeway - Scheme reference number TO/22/29**
 - Out of the total responses, 11 supported the scheme and 18 objected to it.
 - The approximate resident population in this zone is 9,700.
- **Zone 29 - Area bounded by Storeton Road / Talbot Road / Bidston Road / Upton Road / M53 - Scheme reference number TO/22/26**

- Out of the total responses, 15 supported the scheme and 25 objected to it.
- The approximate resident population in this zone is 14,200.
- **Zone 33 - Area bounded by Fender Lane / Hoylake Road / M53 / Leasowe Road / Pasture Road - Scheme reference number TO/22/30**
 - Out of the total responses, 9 supported the scheme and 48 objected to it.
 - The approximate resident population in this zone is 10,100.
- **Zone 47 - Area bounded by Telegraph Road / River Dee / Oldfield Road - Scheme reference number TO/22/31**
 - Out of the total responses, 21 supported the scheme and 18 objected to it.
 - The approximate resident population in this zone is 6,600.
- **Zone 49 - Area bounded by Telegraph Road / River Dee / Golf Course - Scheme reference number TO/22/19**
 - Out of the total responses, 35 supported the scheme and 62 objected to it.
 - The approximate resident population in this zone is 12,500.

Key Support Themes

The main points raised about the proposal by supporters are as follows:

- Will make roads safer
- That it will change driver behaviour and attitude for the better
- That it could become an accepted aspect of road safety, like seatbelts
- Will make roads quieter
- Could decrease air pollution
- Could decrease congestion
- Will improve journey times
- Should reduce fuel costs and support healthier choices
- Will encourage walking and cycling
- Will make areas more pleasant for work and travel
- Might encourage people to dwell in retail areas if they are on foot / bicycle
- Represents value for money as casualties fall and active travel rises
- Most side roads in Wirral pre-date the car and are therefore inappropriate for vehicles. Lower speeds might encourage more cycling and walking to combat this
- Could lead to increase in child and elderly mobility
- Improve quality of life and health for residents

Key Objection Themes and Officers Response:

1. Agree that there is merit in introducing lower speed limits on side roads and residential roads but that it is inappropriate to introduce 20mph on busy thoroughfares and main roads.

Response: The proposed 20mph speed limits are only proposed on A & B roads as well as main distributor roads where there are residential properties fronting onto them or defined suburban district centres, local amenities, schools etc in the area that will generate a level of footfall. The introduction of 20mph speed limits is just one element of the measures to reduce vehicle speeds. Reducing the speed limit should not be seen as an end in itself, but as part of a continuous process to encourage a change in driver behaviour and attitude.

2. That it will increase journey times and congestion

Response: On a clear stretch of road, travelling at 20mph will obviously take longer than travelling at a higher speed. However, research indicates that at slower speeds, vehicles flow more smoothly through junctions. As such, within an urban environment, 20mph may help to improve traffic flow. 20mph will mainly apply on residential streets, and in selected locations on main roads. Most main roads will keep their existing 30mph or 40mph speed limits, so once drivers leave residential areas 20mph speed limits and join the main road network there should be no impact on journey times. The parts of any journey affected would only be the relatively short sections of that journey that would be on 20mph roads in order to reach the main road network.

3. That it will create poorer air and noise quality due to congestion and traffic levels.

Response: Driving at 20mph has been found to reduce traffic noise; the benefit of a signs-only scheme is that drivers can adopt a smoother driving style than if they were driving through a calmed zone with humps. Studies have so far not conclusively proven either a positive or negative effect on the environment. The greatest environmental benefit from the change will come from unlocking the potential for walking or cycling short distances instead of driving. Guidance from the Department for Transport states that adopting a smoother driving style can also achieve lower emissions and that generally driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used. Along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph also reduces fuel consumption. In addition, with technological advances in the motor industry it is likely that there will be more hybrid and electric vehicles on the borough's roads in the future.

4. Feel that enforcement will be an issue and that the police should be directing their resources elsewhere.

Response: It is proposed that the 20mph limit would be enforced in the same way as the existing 30mph limits in the borough. Signs and lines would be installed to make drivers aware of the 20mph limit. 20mph would be the legal limit on the roads affected and should persistent speeding at certain locations become an issue, further measures would be considered in order to address this. Classified roads by definition are a throughfare for the distribution of traffic through major towns or cities. Where possible, Merseyside Police already conduct speed enforcement on these roads. It should also be noted that offenders who are identified and are eligible can now be offered a National Speed Awareness Course for excess speed in a 20-mph limit.

5. Feel that the proposal will affect businesses as visitors will not want to come if they are at risk of being prosecuted or having a driving record tarnished with a speeding conviction.

Response: The lower speed limits might encourage more footfall from pedestrians or cyclists, which may improve passing trade for some businesses in areas where vehicles dominate and are often just using the route as a thoroughfare, rather than stopping to make use of the amenities.

6. Some suggest that collisions will increase as drivers will become frustrated at the slow-moving traffic and will also lack concentration as they will constantly be monitoring their vehicle's speed so as not to be prosecuted.

Response: Lower speeds will lead to a smoother flow of traffic meaning less stop and start and more opportunity to maintain a safe distance between the vehicle in front. Motorists currently have to monitor their speed on any road or highway so as not to contravene the imposed speed limit, so there will be no difference in behaviour caused by the proposal.

7. Feel that this is a waste of money and Wirral Council funds should be spent elsewhere such as enforcing parking restrictions, tackling cyclists and scooters using footways, maintaining existing infrastructure or introducing segregated cycle routes.

Response: It was agreed by the Environment, Climate Emergency & Transport Committee on 1st March 2022 to allocate funding as part of the City Region Sustainable Transport Settlement Combined Authority Transport Plan towards this project. This funding is not via the Wirral Council purse and can only be used for the 20mph speed limit scheme, as that is what it was allocated for. It cannot be used elsewhere.

8. The money should be invested in public transport instead
Response: The funding for this scheme cannot be used to improve public transport. Merseyside has an independent body, Merseytravel, who looks after public transport within the region and it is therefore, not under the control of any of the Merseyside local authorities.
9. Suggest that this may be a revenue generating scheme for the council
Response: Speed enforcement is conducted by the Police, in association with the local authorities. The revenue from any fines goes to central Government funds, and to fund speed awareness courses. None of the money from fines comes back to local authorities.
10. That more traffic signals should be introduced to slow down traffic
Response: Traffic signals are introduced at junctions where the careful management of traffic flow is needed in order to keep the wider network moving and to give the opportunity for traffic on all arterial routes, not just the dominant routes, to be able to move in and out of an area. Before traffic signals are introduced, the junctions are modelled using current traffic count data to evaluate what traffic queues would be like on each approach to a potential signalised junction, particularly at peak times of the day. It is inevitable that traffic signals will cause traffic queues and therefore, they are only introduced when absolutely necessary. It would be inappropriate to introduce traffic signals for the sole purpose of stopping traffic and therefore slowing it down.
11. Can see little point in introducing a 20mph on their residential estate as vehicles are already being driven at less than 20mph.
Response: The council is trying to balance the needs of drivers with the safety and environment of local residents. This will be a change and it will take some conscious decision making as a driver to make a difference. However, over time it will become accepted such as other road safety campaigns like the wearing of seatbelts and anti-drink driving.
12. Suggest that some roads should be reduced to 25mph, rather than 20mph.
Response: Local authorities are bound by regulations set by central government (Department for Transport) and are only permitted to introduce signs on the highway that are prescribed by those regulations. As there is no prescribed signage available for a 25mph speed limit, any such speed limit would be legally un-enforceable and the council is unable to introduce it.
13. Suggest that a reduction from 40mph to 30mph is more effective

Response: Most residential and main distributor roads are currently subject to a 30mph speed limit by default. There are very few roads in the borough, subject to 40mph, where residential properties are located. Therefore, there would be little impact to residential areas or those containing public amenities, if 40mph speed limits were reduced to 30mph.

14. Suggest that a 20mph is not appropriate for the M53

Response: The M53 Motorway is not included within the proposals. It is under the control of National Highways and Wirral Council have no jurisdiction over it. The M53 is on the boundary of some zones so may have been mentioned within the consultation, however, there is no intention to reduce the current speed limit on the motorway.

15. Concerned that the scheme may introduce wider non-compliance from some motorists regarding other road regulations

Response: It will take some time for 20mph to become second nature. In reality, motorists rarely drive at a consistent speed, particularly in built up urban areas where drivers are constantly accelerating, decelerating and braking to respond to current traffic speeds, traffic lights or junctions. Over time it will hopefully become accepted such as other road safety campaigns like the wearing of seatbelts and anti-drink driving.

16. Feel that the current speed limits are sensible and that the proposal to reduce them lacks logic and evidence.

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

17. That it will not improve road safety

Response: Same response as No 16

18. Feel that motorists are being penalised

Response: 20mph creates a safer environment for everyone, including motorists. It will not significantly increase journey times and, by easing traffic flow, may actually reduce some journey times. The council is trying to balance the needs of drivers with the safety and environment of

local residents. This will be a change and it will take some conscious decision making as a driver to make a difference.

19. That this will hinder deliveries and emergency services

Response: As stated previously, it is anticipated that there will be little impact on journey times and congestion. The main radial routes around the borough will remain at their current speed limits for the most part and therefore, the scheme proposals may encourage less “rat running” through residential areas and district centres. In terms of emergency service vehicles, they are exempt from speed limits when on an emergency call.

20. That this will increase fuel costs

Response: As a result of reduced acceleration and braking and limiting acceleration up to 20mph, this may help to reduce fuel consumption. In general, driving more slowly at a steady pace saves fuel.

21. Traffic will be displaced to other areas

Response: Traffic may be displaced to the higher speed main road network around the borough, which are largely to remain at their current speed limit. These roads are more equipped to deal with higher levels of traffic (limited traffic signals etc). This may also reduce the amount of “rat running” through busy suburban district centres or village centres.

22. Will cause damage to cars through wear and tear by driving at lower speeds

Response: Modern cars can drive at 20mph without damaging the engine or components. 20mph limits have been used for many years and there have been no reported gearbox issues. In fact, using the right gear and driving at a consistent speed will help prolong engine life.

23. Concerns about excessive street furniture

Response: Once the scheme is complete, the signage will be sufficient as required by the Department for Transport for a legally enforceable scheme and for the new speed limit to be clear to drivers.

24. The council should prioritise its statutory duties

Response: Section 130 of the Highways Act 1980 states that it is a duty for the Highway Authority to assert and protect the rights of the public to use and enjoy the Highway. Introducing a lower speed limit in order to promote alternative healthier modes of transport, will assist in achieving this duty.

25. The proposal was not sufficiently advertised

Response: Due to the nature of the scheme and the zones encompassing large residential and business areas, it was agreed with Legal Services that the most effective consultation would be via publication of press releases, social media alerts, public notices and Wirral Council's engagement tool 'Have Your Say' website which satisfied the consultation requirements listed under Section 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

There have been numerous press releases and social media posts directing the public to the council's dedicated "Have your say" webpage for this scheme, which gives background details, maps and other information along with the opportunity to take a survey and leave feedback. Public notices were also placed throughout the areas within phase 1 of the scheme with details of the proposal and information on how to provide feedback. The advertisement of public notices in the local newspaper publications and on-site form part the statutory legal part of the process. The 1996 regulations also direct a minimum 21-day statutory consultation period for TRO schemes such as this, however, the council extended this to 28 days for these particular schemes, to allow extra time for feedback.

26. Would rather have specific shared streets open to active travel

Response: The objective of the scheme is not just about introducing 20mph speed limits, it is also about providing much better access to cycling and walking and creating quiet neighbourhoods with lower traffic levels. The priority now should be to make the whole road network more attractive for walking and cycling and safer for all road users.

Recommendations:

Appendices A and B to this report set out officers' specific recommendations for those locations where it is recommended that 20mph speed limits are introduced, as part of phase 1 of this scheme.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

30 January 2023

REPORT TITLE:	BUDGET SETTING 2023/24
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

The purpose of this report is for the Committee to consider feedback and outcomes from the Budget Workshops which have been held in recent months. The workshops enabled officer and member liaison on proposed budget options, to facilitate discussion and allow direction to be obtained on further analysis required. The Budget Workshops also provided an opportunity for alternative proposals to be considered.

The Policy and Service Committees are responsible for those services being delivered under their operational headings within their annual budget envelope. The Policy and Resources Committee, in consultation with the respective Policy and Service Committees, has been charged by Council to formulate a draft Medium Term Financial Plan (MTFP) and budget to recommend to the Council.

This report also provides an update on the 2023/24 budget setting process with details on the most recent budget options, which were developed in response to the previously outlined budget gap.

Appendix 2 and 3 of this report contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It is in the public interest to exclude the press and public during consideration of these items under Paragraph 3 'information relating to financial or business affairs of any particular person (including the authority holding that information).

RECOMMENDATIONS

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

1. Agree that the Budget Workshop feedback and outcomes, as detailed in Appendices 2 & 3, be reported to Policy and Resources Committee for consideration.
2. Note the latest budget information provided to Policy and Resources Committee in January.
3. Note and comment on the outcome of the public consultation for Street Cleaning and Parks as detailed in Appendix 4 & 5 to the report.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The Council has a legal responsibility to set an annual balanced budget, which establishes how financial resources are to be allocated and utilised. To successfully do so, engagement with members, staff and residents is undertaken; the recommendations in this report relate to this endeavour and act as a pre-cursor to budget proposals, scheduled to be considered by Full Council on 27 February 2023, following the schedule of activity shown in Appendix 4.
- 1.2 Failure to set a lawful budget in time may lead to a loss of revenue, significant additional administrative costs, as well as reputational damage. Failure to set a budget may lead to intervention from the Secretary of State under section 15 the Local Government Act 1999.
- 1.3 The scale of the financial challenge that the Council faces cannot be overstated. Setting a budget, especially in the context of largely uncontrollable, macro-economic pressures, emerging at an unprecedented pace, requires difficult decisions to ensure that a balanced position can be presented. Regular Member engagement on the process, which this report forms part of, is considered essential for effective budget formulation.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 A report does not have to be provided to the Committee to outline activity at this stage, however it is considered appropriate to do so in order to ensure that the Committee has up-to-date information in respect of the financial context that the Council is operating within and set out the budget setting stages that are expected to follow, in order that the Committee can comment accordingly.

3.0 BACKGROUND INFORMATION

- 3.1 The Policy & Resources Committee is responsible for co-ordinating processes for the development of the Budget and Policy Framework, together with decision-making on cross-cutting policies not part of the Policy Framework. The Policy and Service Committees are responsible for those services being delivered under their operational headings within their annual budget envelope. The Policy and Resources Committee, in consultation with the respective Policy and Service Committees, has been charged by Council to formulate a draft Medium Term Financial Plan (MTFP) and budget to recommend to the Council.
- 3.2 The Senior Leadership Team (SLT) has met regularly to discuss the budget setting process, budget proposals, the budget gap that the Council faces and the associated uncertainty on funding. Member engagement in the process has taken place through Budget Workshops along with the presentation on Committee reports.

- 3.3 The Budget workshops were convened to enable officer and member liaison on proposed budget options, in order to facilitate discussion and allow direction to be obtained on further analysis required. The Budget Workshops also provided an opportunity for alternative proposals to be considered.
- 3.4 The outcomes of these workshops are to be reported to meetings of those committees and will in turn be communicated to the Policy & Resources Committee as part of the decision-making process that facilitates a budget proposal to Full Council.
- 3.5 Appendix 2 to this report details the feedback and outcomes from the Budget Workshops in the Summer of 2022 to consider tranche one options. Appendix 3 to the report details the feedback and outcomes from the Budget Workshops held throughout October and November 2022 to consider options the address the further tranche 2 savings noted as required as a result of the national macroeconomic pressures the Council is facing.
- 3.5 At the Policy and Resources Committee on 5 October 2022, a potential budget gap of £49m for 2023/24 was presented. Members will be aware that the budget gap is an ever-moving target due to a number of factors; these include:
- Ongoing Government announcements of funding, including specifically the Chancellor's Autumn Statement and the Provisional Local Government Financial Settlement for 2023/24.
 - A process of challenge and refinement within the Council to ensure that the proposals are evidence based.
 - Addition of new pressures that continue to materialise as further local and national evidence comes to light.
 - The continuing refinement of budget assumptions including inflation.
 - The development and refinement of budget options.
- 3.6 As a result of these factors, the budget forecast presented in October 2022 was updated and a more robust position is now available (the most recent budget update report presented to the Policy & Resources Committee can be found in Appendix 1). This position - which was an estimated budget gap in December of £38.4m - has been noted as £32.3m after application of the Provisional Finance Settlement information. This represents the Budget shortfall as of the date of the report and represents the target which needs to be offset with efficiencies, savings and cost reductions to deliver a balanced position.
- 3.7 The impact of all these changes will be considered, along with feedback from the consultation process and the budget proposals developed through the Service Committee and Policy & Resources Committee (P&R) Budget Workshop approach to present a robust position on financial matters to be considered in formulating a budget proposal to Full Council.
- 3.8 Policy & Resources Committee budget recommendations will be proposed in February 2023 in respect of the agreement of the annual Budget, setting of the council tax requirement and related matters to the Council, which will be debated by Full Council and voted upon by a simple majority.

3.9 Given the current size of the budget shortfall, the current level/breadth of services provided by the Council is not considered feasible and viable for continuance, hence the requirement to consider a number of potential budget options to ensure this gap can be closed.

4.0 FINANCIAL IMPLICATIONS

4.1 This report provides the Committee with an update on recent budget setting activity and describes the context in which the budget for 2023/24 is being set, where a prudent approach is being undertaken to develop budget proposals amidst an uncertain financial landscape.

4.2 The programme to develop a robust budget position, of which this report is a part, will support the Council in demonstrating compliance with CIPFA's Financial Management (FM) Code, specifically in relation to Section 4 of the FM Code which refers to the Annual Budget.

4.3 The FM Code requires the Council to demonstrate that the processes used satisfy the principles of good financial management, based on the following six principles:

- Organisational Leadership – demonstrating a clear strategic direction based on a vision in which financial management is embedded into organisation culture.
- Accountability – based on Medium-Term Financial Planning, which derives the annual budget process supported by effective risk management, quality supporting data and whole life costs.
- Financial management - undertaken with transparency at its core using consistent, meaningful and understandable data, reported frequently with evidence of periodic officer actions and elected member decision making.
- Professional standards - Adherence to professional standards is promoted by the leadership team and is evidenced.
- Assurance - sources of assurance are recognised as an effective tool and are mainstreamed into financial management, including political scrutiny and the results of external audit, Internal Audit and inspection.
- Sustainability: issues around sustainability of local services are at the heart of all financial management processes and is evidenced by prudent use of public Resources.

4.4 Delivering financial sustainability is vitally important for the Council and the budget options presented have been drawn up with this in mind; consideration is given to areas of discretionary expenditure that could be curtailed along with demonstrating savings that can be delivered from statutory components of the Council.

5.0 LEGAL IMPLICATIONS

5.1 The Policy and Resources Committee, in consultation with the respective Policy and Service Committees, has been charged by Council to formulate a draft Medium Term Financial Plan (MTFP) and budget to recommend to the Council.

- 5.2 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council. Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.
- 5.3 Section 30(6) of the Local Government Finance Act 1992 provides that the Council has to set its budget before 11th March in the financial year preceding the one in respect of which the budget is set.
- 5.4 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves.
- 5.5 When considering options, Members must bear in mind their fiduciary duty to the council taxpayers of Wirral. Members must have adequate evidence on which to base their decisions on the level of quality at which services should be provided.
- 5.6 Where a service is provided pursuant to a statutory duty, it would be unlawful to fail to discharge it properly or abandon it, and where there is discretion as to how it is to be discharged, that discretion should be exercised reasonably.
- 5.7 The report sets out the relevant considerations for Members to consider during their deliberations and Members are reminded of the need to ignore irrelevant considerations. Members must not come to a decision which no reasonable authority could come to; balancing the nature, quality and level of services which they consider should be provided, against the costs of providing such services.
- 5.8 There is a particular requirement to take into consideration the Council's fiduciary duty and the public sector equality duty in coming to its decision.
- 5.9 The public sector equality duty is that a public authority must, in the exercise of its functions, have due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 5.10 Any decision made in the exercise of any function is potentially open to challenge if the duty has been disregarded. The duty applies both to Full Council when setting the budget and to the Policy and Services Committees when considering decisions.
- 5.11 Once a budget is in place, Council has delegated responsibility to the Policy and Services Committees to implement it. The Committees may not act contrary to the

Budget without consent of Council other than in accordance with the Procedure Rules set out at Part 4(3) of the Constitution.

- 5.12 It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that agreed savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The implications for staffing, ICT and Assets are complicit with individual savings proposals. Until decisions are taken in forming the final set of proposals to balance the 2023/24 Budget the overall impact is not able to be defined precisely.

7.0 RELEVANT RISKS

- 7.1 The Council's ability to maintain a balanced budget is dependent on a proactive approach due to estimated figures being provided in the calculation for the budget, albeit the best estimates available at the time, plus any amount of internal and external factors that could impact on the budget position. Examples of which are the significant emerging inflationary and cost of living pressures, new legislation, increased demand, loss of income, increased funding, decreased funding, inability to recruit to posts, ongoing impact of the pandemic etc
- 7.2 A robust monitoring and management process for the budget is in place. If at any time during the year an adverse position is forecast, remedial action must be agreed and implemented immediately to ensure the budget can be brought back to balanced position.
- 7.3 The risk of this not being able to be achieved could mean that the Council does not have enough funding to offset its expenditure commitments for the year and therefore not be able report a balanced budget at the end of the year. This could result in the Section 151 Officer issuing a Section 114 notice.
- 7.4 A key risk to the Council's financial plans is that funding and demand assumptions in particular can change as more information becomes available. As such, the MTFP is regularly reviewed and updated as part of routine financial management.
- 7.5 A balanced MTFP is fundamental in demonstrating robust and secure financial management. Delivering a balanced position requires continual review and revision of plans to allow alternative financial proposals to be developed and embedded in plans as situations change. A delay in agreeing these may put the timetable for setting the 2023/24 budget at risk and may result in a balanced budget not being identified in time for the deadline of 11 March 2023.
- 7.7 Assumptions have been made in the current budget outlook for income and funding from business rates and council tax and social care grants as the main sources of

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

- 7.8 Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Consultation has been carried out with the Senior Leadership Team (SLT) in arriving at the governance process for the 2023/24 budget setting process. SLT have overseen the production of the budget scenarios laid out in this report.
- 8.2 Engagement with local residents and businesses has been undertaken as part of the budget setting process. The outcome of this consultation for Street Cleaning and Parks is included at Appendix 4 and 5 and will be presented to Policy and Resources Committee on 15 February 2023, alongside the outcomes of the other service-specific consultations.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 At this time, there are no further equality implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be equality implications associated with these, and these will be addressed within the relevant business cases presented to the Committee.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

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

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 This report has no direct community wealth implications however the budget proposals under consideration should take account of related matters across headings such as the following:

- **Progressive Procurement and Social Value**
How we commission and procure goods and services. Encouraging contractors to deliver more benefits for the local area, such as good jobs, apprenticeship, training & skills opportunities, real living wage, minimising their environmental impact, and greater wellbeing.
- **More local & community ownership of the economy**
Supporting more cooperatives and community businesses.
Enabling greater opportunities for local businesses.
Building on the experience of partnership working with voluntary, community and faith groups during the pandemic to further develop this sector.
- **Decent and Fair Employment**
Paying all employees a fair and reasonable wage.
- **Making wealth work for local places**

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APPENDICES

- APPENDIX 1 - POLICY & RESOURCES COMMITTEE BUDGET REPORT JAN 23
- APPENDIX 2 – TRANCHE 1 BUDGET WORKSHOP FEEDBACK AND OUTCOMES
- APPENDIX 3 – TRANCHE 2 BUDGET WORKSHOP FEEDBACK AND OUTCOMES
- APPENDIX 4 – OUTCOME OF THE PUBLIC CONSULTATION FOR STREET CLEANING
- APPENDIX 5 - OUTCOME OF THE PUBLIC CONSULTATION FOR PARKS

BACKGROUND PAPERS

CIPFA’s Financial Management Code
The Annual Audit Letter for Wirral Council 2019-20

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Policy and Resources Committee	18 January 2023
Policy and Resources Committee	9 November 2022
Policy and Resources Committee	5 October 2022
Policy and Resources Committee	13 July 2022

Policy and Resources Committee	16 March 2022
Full Council	28 February 2022
Policy and Resources Committee	15 February 2022

POLICY AND RESOURCES COMMITTEE**Wednesday, 18 January 2023**

REPORT TITLE:	2023/24 BUDGET UPDATE
REPORT OF:	DIRECTOR OF FINANCE (\$151 OFFICER)

REPORT SUMMARY

This report provides an update on the 2023/24 budget position following the forecast position presented at the Policy and Resources Committee meeting on 5 October 2022 and at the subsequent Policy & Resources Committee Budget Workshop on 24 November 2022. Budget options are set out in this report, which have been developed in response to the previously outlined budget gap.

The Policy and Resources Committee, in consultation with the respective Policy and Service Committees, is charged by Council to formulate a draft Medium Term Financial Plan (MTFP) and Budget to recommend to the Council. The Policy and Service Committees are responsible for those services being delivered under their operational headings within their annual budget envelope.

The Provisional Local Government Finance Settlement was published on 19 December 2022 and the information provided in this report outlines the government's announcements on that day and afterwards. The Provisional Finance Settlement becomes final at a date set by Government in late January or early February 2023.

The Settlement provided a level of additional resources to the Council and in addition the prospect of increasing Council Tax and the Adult Social care Precept by 4.99% for 2023/24; this is significantly below the headline rate of inflation in the UK economy at the present time (CPI c.10% at the date of this report). However, the additional resources which amount to £6.3m are insufficient to bridge the Council's Budget shortfall which has been confirmed in the sum of £49m (gross) and £32.3m (net) following the completion of internal review and the impact of the Provisional Settlement but excluding the higher level of Council Tax increase that is now possible; that is 4.99% rather than 2.99% as envisaged in the MTFP approved by Council in February 2022.

Final budget proposals will be presented to Policy & Resources Committee on 15 February 2023 for recommendation to full Council. This report supports the delivery of the Wirral Plan as part of the process of delivering a balanced budget for all Council activity, and therefore all Wirral Plan aims and objectives, for 2023/24. This report is not a key decision.

RECOMMENDATIONS

The Policy and Resources Committee is recommended to:

1. Note the outcome of the Provisional Local Government Financial Settlement for 2023/24, in advance of the Final Settlement which is expected in late January/early February 2023.

2. Recognise the extent of the Council's financial challenge and the need to make significant financial savings in order to maintain the Council as a going concern, to avoid the issuance of a Section 114 notice and the potential ministerial intervention under Section 15 of the Local Government Act 1999 which would be likely to ensue.
3. Note the savings, efficiencies and income proposals that are available to address the 2023/24 budget gap.
4. Note the latest position on consultation and agree to consult on the Budget proposals for 2023/24, under section 65 of the Local Government Finance Act 1992.
5. Note that the Section 151 Officer may need to make further adjustments to the forecast budget shortfall pending final decisions by Members in the period ahead.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The Council has a legal responsibility to set a balanced budget, which sets out how financial resources are to be allocated and utilised. To do this effectively requires engagement with staff, elected members and residents along with other stakeholders. Previous reports to the Committee have highlighted the external challenges that are impacting on the 2023/24 budget setting process and have highlighted the extent of the financial challenge faced. This report presents the culmination of the work undertaken to present options for budget formulation and to ensure the necessary preparations to facilitate a budget recommendation to Council on 27 February 2023.
- 1.2 The scale of the financial challenge that the Council faces cannot be overstated. Setting a budget, especially in the context of largely uncontrollable, macro-economic pressures, requires challenging decisions to ensure that a balanced position can be presented. Members have been engaged in the process through the work of the Policy and Service Committees and the Policy and Resource Budget and Development Group composed of Group Leaders.
- 1.3 Failure to set a balanced budget may lead to intervention from the Secretary of State under section 15 of the Local Government Act 1999. Failure to set a lawful budget by the required deadline will lead to a loss of revenue that is likely to be irrecoverable and incur significant additional costs and reputational damage. Providing this update following the announcement of the Provisional Local Government Finance Settlement, is a way of taking suitable steps to enable the Council to set a lawful budget and to protect the Council, Customers and Members from the consequences of failing to take the necessary decisions.
- 1.4 Council approved the then latest Medium-Term Financial Strategy (MTFS) at its meeting on 28 February 2022; this confirmed key principles the Council would consider in respect of its financial planning. The MTFS provides a robust, consistent, and sustainable approach to establishing and maintaining a stable and prudent financial basis on which the Council's services are to be delivered.
- 1.5 In order to fulfil the aims of the MTFS, it is imperative that proposals for budget options are evidence based and achievable. In order to ensure that this is the case, rigorous review has been undertaken through:
- Directorate Management Teams (DMT)
 - Senior Leadership Team (SLT)
 - Internal Challenge Panels
 - Council Committees.
- 1.6 This process of review and challenge is ongoing, to ensure that final proposals made to Policy & Resources Committee in February, for recommendation to Full Council, are fully scrutinised and fit and proper in terms of readiness for decision-making. Contained within this report are all current options for consideration prior to the need to make final decisions on how the budget for 2023/24 should be balanced.
- 1.7 The information contained in this report also provides the opportunity for the Policy and Services Committees at their meetings in January 2023 to provide feedback on the budget proposals for the Policy and Resources Committee to take into consideration in recommending a lawful budget to Full Council at its meeting of 27 February 2023.

1.8 As part of the budget setting process, the Policy and Resources Committee is able to take into consideration the outcome of the budget setting consultation process with residents, businesses, and all those with a stake in the future of Wirral.

2.0 OTHER OPTIONS CONSIDERED

2.1 The setting of a legal budget is a statutory requirement and therefore no other options have been considered.

3.0 BACKGROUND INFORMATION

3.1 At the Policy and Resources Committee on 5 October 2022, a potential budget gap of £49m for 2023/24 was presented. Members will be aware that the budget gap is an ever-moving target due to a number of factors; these include:

- Ongoing Government announcements of funding, including specifically the Chancellor's Autumn Statement and the Provisional Local Government Financial Settlement for 2023/24
- A process of challenge and refinement within the Council to ensure that the proposals are evidence based. Addition of new pressures that continue to materialise as further local and national evidence comes to light.
- The continuing refinement of budget assumptions including inflation.
- The development and refinement of budget options.

3.2 As a result of these factors, the budget forecast presented in October 2022 has been updated and a more robust position is now available. This position - which was estimated before Christmas at £38.4m - has been confirmed as £32.3m after application of the Provisional Finance Settlement. This represents the Budget shortfall as of the date of this report and represents the target which needs to be offset with efficiencies, savings and cost reductions in moving towards a balanced position.

2023/24 Budget Position

- The 2023/24 budget position is currently as follows:

	23-24 Budget Position Reported in 5 Oct 22 (£m)	23-24 Revised Budget Position (£m)
TOTAL FUNDING	-339.30	-363.19
BUDGET REQUIREMENT		
Baseline	330.58	330.58
Removal of one-off items from 21/22:	-2.81	-2.81
Baseline Restated	327.77	327.77
ADD KNOWN PRESSURES/ GROWTH	60.54	67.72
INITIAL BUDGET GAP	49.00	32.30
DEDUCT PROPOSED NET SAVINGS	0	-39.50
REVISED BUDGET GAP / (SURPLUS)	49.00	-7.20

A more detailed analysis of this table can be found in Appendix 1.

- 3.3 In November 2022, the Chancellor of the Exchequer make fiscal announcements in his Autumn Statement. The details of this and further information has been supplied in the Provisional Finance Settlement and the main points are summarised in Appendix 2.
- 3.4 At the Policy and Resources Committee on 5 October, it was noted that officers would work up a further package of savings proposals to meet the forecast budget shortfall at that time with Members engaged via the Group Leaders' Budget Development Working Group established by Policy and Resources Committee. Accordingly, a set of budget proposals for 2023/24 are included in Appendix 3.

Capital Programme

- 3.5 In view of the very large revenue savings needed to balance the 2023/24 revenue budget the Budget proposals do not envisage additional Capital Programming for financial year 2023/24 unless one of the following conditions are met:
- The item is to be funded from Government grants, Section 106 contributions or other contributions and funding external to the Council
 - The item is funded from capital receipts

3. The item forms part of a business case that demonstrates clearly that revenue savings will flow from the capital investment and that these savings will exceed the commitment to fund this from borrowing or revenue resources.

3.6 The underlying assumptions used to form the forecast budget shortfall have already taken into account the savings arising from ongoing slippage in the Capital Programme. In addition the review has also identified opportunities to reach for further savings from existing programming.

4.0 FINANCIAL IMPLICATIONS

4.1 This report is part of a programme of activity to ensure that a fully balanced, legal budget can be recommended by the Policy and Resources Committee to Full Council at its meeting of 27 February 2023.

4.2 The programme to develop a robust budget position, of which this report is a part, will support the Council in demonstrating compliance with CIPFA's Financial Management Code, specifically in relation to Section 4 of the FM Code which refers to the Annual Budget.

4.3 The FM Code requires the Council to demonstrate that the processes used satisfy the principles of good financial management, based on the following six principles:

- Organisational Leadership – demonstrating a clear strategic direction based on a vision in which financial management is embedded into organisation culture.
- Accountability – based on Medium-Term Financial Planning, which derives the annual budget process supported by effective risk management, quality supporting data and whole life costs.
- Financial management - undertaken with transparency at its core using consistent, meaningful and understandable data, reported frequently with evidence of periodic officer actions and elected member decision making.
- Professional standards - Adherence to professional standards is promoted by the leadership team and is evidenced.
- Assurance - sources of assurance are recognised as an effective tool and are mainstreamed into financial management, including political scrutiny and the results of external audit, Internal Audit and inspection.
- Sustainability: issues around sustainability of local services are at the heart of all financial management processes and is evidenced by prudent use of public Resources.

4.4 Delivering financial sustainability is vitally important for the Council and the budget options presented have been drawn up with this in mind, consideration is given to areas of discretionary expenditure that could be curtailed along with demonstrating savings that can be delivered from statutory components of the Council.

5.0 LEGAL IMPLICATIONS

5.1 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council and, therefore, of this Committee in preparing that budget.

- 5.2 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement in February, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. In doing so, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered, and that new expenditure is contained within the available resources. Accordingly, proposals put forward as part of the budget process will have identified the realistic measures and mechanisms to produce the desired outcomes.
- 5.3 Once the Committee has agreed draft budget proposals, there is then a requirement under section 65 of the Local Government Finance Act 1992 to conduct specific consultation with persons or bodies appearing to it to be representative of non-domestic ratepayers about the authority's proposals for expenditure (including capital expenditure) in the forthcoming financial year. The information required to be shared as part of the consultation is set out in the Non Domestic Ratepayers (Consultation) Regulations 1992. This includes the authority's current estimates of the total of its revenue expenditure and the total of its expenditure for capital purposes for the forthcoming financial year (the draft budget proposals). It must be borne in mind that this is consultation on the budget proposals, not on the decision to take whatever decision is implied by the adoption of that budget.
- 5.4 The report sets out the relevant considerations for Members to consider during their deliberations and Members are reminded of the need to ignore irrelevant considerations. Members have a duty to seek to ensure that the Council acts lawfully and, where a service is provided pursuant to a statutory duty, it would not be lawful to fail to discharge it properly or abandon it, and where there is discretion as to how it is to be discharged, that discretion should be exercised reasonably. Members must not come to a decision which no reasonable authority could come to; balancing the nature, quality and level of services which they consider should be provided, against the costs of providing such services.
- 5.5 There is a particular requirement to take into consideration the Council's fiduciary duty and the public sector equality duty in coming to a decision.
- 5.6 Members are also individually reminded that Section 106 of the Local Government Finance Act 1992 applies to the Council meeting on the budget and therefore arguably to the formulation of the Budget. Members who are two months or more in arrears with their Council Tax must declare this to the meeting and must not vote on budget recommendations, as to do otherwise can be a criminal offence.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The implications for staffing, ICT and Assets are complicit with individual savings proposals. Until decisions are taken in forming the final set of proposals to balance the 2023/24 Budget the overall impact is not able to be defined precisely.

7.0 RELEVANT RISKS

- 7.1 The Budget process designed for 2023/24 mitigates the risks of a Budget not being set lawfully. This is underpinned by a robust monitoring and review process both in 2022/23 and for 2023/24.
- 7.2 Failure to achieve a balanced budget would lead to the Section 151 Officer issuing a Section 114 notice and potential ministerial invention under Section 15 of the Local Government Act

1999.

- 7.3 Funding and demand assumptions can change as more information becomes available. As such, the Medium-Term Finance Plan (MTFP) is regularly reviewed and updated as part of routine financial management.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Initial consultation has taken place in respect of the priorities and views of the public in formulating the draft budget, as set out in this report. An update on the approach, methodology and current findings as of this date (given the consultation remains live) can be found in Appendix 4.
- 8.2 Statutory budget consultation will commence subject to agreement by the Committee. This will take place in January 2023 and feedback will be taken into consideration by the Policy and Resources Committee when recommending a budget to Full Council at its meeting of 15 February 2023.
- 8.3 The Council has engaged regularly with trade unions about the Council's financial position. This will continue throughout the budget setting process.

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 implications will be included within the individual savings proposals currently being developed and will be addressed when these are brought forward for approval.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The environment and climate implications will be considered within the individual savings proposals currently being developed and will be addressed when these are brought forward for approval.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 The community wealth implications will be considered within the individual savings proposals currently being developed. The budget proposals under consideration will take account of related matters across headings such as:
- a. Progressive Procurement and Social Value - How we commission and procure goods and services. Encouraging contractors to deliver more benefits for the local area, such as good jobs, apprenticeship, training & skills opportunities, real living wage, minimising their environmental impact, and greater wellbeing.
 - b. More local & community ownership of the economy – Supporting cooperatives and community businesses. Enabling greater opportunities for local businesses. Building on the experience of partnership working with voluntary, community and faith groups during recent years to further develop this sector.
 - c. Decent and Fair Employment Paying all employees a fair and reasonable wage.
 - d. Making wealth work for local places

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APPENDICES

Appendix 1 Forecast Budget Position 2023/24.

Appendix 2: Provisional Local Government Finance Settlement 2023/24.

Appendix 3: Budget Setting Options 2023/24.

Appendix 4: Budget Consultation Update 2023/24.

BACKGROUND PAPERS

CIPFA's Financial Management Code

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Policy and Resources Committee	09 November 2022
Policy and Resources Committee	05 October 2022
Policy and Resources Committee	13 July 2022
Policy and Resources Committee	16 March 2022
Full Council	28 February 2022
Policy and Resources Committee	15 February 2022

Appendix 1 - Forecast Budget Position 2023/24.

	23-24 Budget Position Reported in 5 Oct 22 (£m)	23-24 Revised Budget Position (£m)	Change (£m)	Note
FUNDING				
Council Tax	-168.43	-168.63	-0.20	
Business Rates	-138.07	-152.96	-14.89	
Other	-32.80	-41.59	-8.80	
TOTAL FUNDING	-339.30	-363.19	-23.89	a
BUDGET REQUIREMENT				
Baseline	330.58	330.58	0.00	
Removal of one-off items from 21/22:	-2.81	-2.81	0.00	
Baseline Restated	327.77	327.77	0.00	
ADD KNOWN PRESSURES/ GROWTH	60.54	67.72	7.18	
BUDGET GAP	49.00	32.30	-16.70	
DEDUCT PROPOSED SAVINGS				
Increasing Business Efficiencies	0	-17.91	-17.91	
Increasing Income	0	-5.36	-5.36	
Changing how we fund or provide services	0	-8.97	-8.97	
Reducing or stopping services	0	-7.26	-7.26	
Total Savings Income and efficiencies:	0	-39.50	-39.50	b
REVISED BUDGET GAP / (SURPLUS)	49.00	-7.20	-56.20	

Notes

a: Funding Changes

	£m	£m
Estimated funding assumptions 1 Oct 22		-339.30
Revised estimated funding assumptions Nov 22	-8.97	
Impact of Council Tax base increase	-0.20	
Additional funding - Provisional Local Government Finance Settlement	-14.72	
		-23.89
Revised estimated funding assumptions Dec 22		-363.19

Impact of Provisional Local Government Finance Settlement

Adjustment to funding	-14.72	
Related new pressures	8.44	
Net Impact of provisional Local Government Finance Settlement		<u>-6.28</u>

b: Proposed Savings

Proposed savings by Tranche	23-24 Budget Position Reported in 5 Oct 22 (£m)	23-24 Revised Budget Position (£m)
Tranche 1	0	-12.02
Tranche 2	0	-13.49
Tranche 3	0	-14.00
Total Savings Income and efficiencies:	0	-39.50

Proposed saving by Committee	23-24 Budget Position Reported in 5 Oct 22 (£m)	23-24 Revised Budget Position (£m)
Adult Social Care and Public Health	0	-5.94
Children, Young People & Education	0	-5.47
Economy Regeneration & Housing	0	-2.66
Environment, Climate Emergency & Transport	0	-1.69
Policy & Resources	0	-17.37
Tourism, Communities, Culture and Leisure	0	-6.38
Total Savings Income and efficiencies:	0	-39.50

Appendix 2

Local Government Finance Settlement 2023/24

1.0 EXECUTIVE SUMMARY

- 1.1 This briefing note outlines the government's announcement and subsequent publications on 19th December 2022 concerning the Local Government Finance Settlement 2023/24 and gives an analysis on the impact on Wirral Council's Medium-Term Financial Plan (MTFP), although as noted below all data is provisional at this stage.
- 1.2 The Local Government Finance Settlement gives a net betterment position of £6.28m compared to previous assumptions in the Medium-Term Financial Position (MTFP).
- 1.3 The £6.28m includes £12.30m more than previously assumed in Adult Social Care related ringfenced grants. However, this will bring additional cost pressures of £8.44m.
- 1.4 Despite additional funding in the settlement, additional savings will still be required in order to achieve a balanced budget position for 2023/24.

2.0 BACKGROUND

- 2.1 On 17th November 2022 the government announced The Autumn Statement, alongside the Office for Budget Responsibility's (OBR's) new set of Economic and Fiscal Outlook forecasts. The Autumn Statement responded to the OBR forecasts and set out the medium-term path for public finances and the Government's spending plans for each government department for the next two financial years, including local government.

Following this, on 19th December 2022 the Local Government Finance Settlement 2023/24 was announced, with impacts on Core Spending Power for 2023/24, Social Care Grant allocations as well as other grant details. The settlement was for a single year only based on Spending Review 2021 funding levels updated for the Autumn Statement 2022 announcements.

At the same time, a consultation related to the settlement proposals was launched, which runs for 4 weeks and concludes on 16th January 2023.

3.0 LOCAL GOVERNMENT HEADLINES

3.1 Core Spending Power

Core Spending Power is a measure of the resources available to local authorities to fund service delivery. It sets out the money that has been made available to local authorities (assuming the maximum permitted Council Tax increase is implemented) through the Local Government Finance Settlement.

The headline announcement was that an additional £5 billion of funding would be "made available" to councils, representing a 9.2% cash terms increase, with a minimum increase being guaranteed at 3%.

Despite a 9.2% cash terms increase, the increase in funding does not meet inflation pressures faced by Councils, and therefore represents a real term drop in core spending power.

The main sources of the funding are summarised in the following table:

ENGLAND Funding Source	2022-23*	Provisional 2023-24	Change 23-24	Change 23-24
	<i>£ million</i>	£ million	<i>£ million</i>	%
Settlement Funding Assessment	14,882.2	15,671.1	788.9	5.3%
Compensation for the business rates multiplier	1,275.1	2,204.6	929.5	72.9%
Council Tax Requirement	31,922.5	33,838.4	1,915.9	6.0%
Improved Better Care Fund	2,139.8	2,139.8	0	0
New Homes Bonus	556.0	290.6	-265.4	-47.7%
Rural Services Delivery Grant	85.0	85.0	0	0
Social Care Grant	2,346.4	3,852.0	1,505.6	64.2%
Services Grant	822.0	464.2	-357.8	-45.5%
Market sustainability and FCC (and improvement)	162.0	562.0	400	246.9%
ASC Discharge Funding	0	300.0	300	100%
Lower Tier Services Grant	111.0	0	-111	-100%
Rolled in grants	238.6	0	-238.6	-100%
Minimum Funding Guarantee	0	136.0	136	100%
Core Spending Power	54,540.5	59,543.8	5,003.2	9.2%

3.2 Council Tax

The Council Tax proposals set out in the Autumn Statement in November were confirmed as part of the settlement. The proposal for core Council Tax in 2023/24 is a referendum cap of up to 3% (previously 2%).

There is also the flexibility to add up to a further 2% adult social care precept for authorities providing adult social care services.

3.3 Improved Better Care Fund

Improved Better Care fund is unchanged in cash terms for all upper tier councils, with distribution also unchanged.

3.4 Social Care Grant

Social Care Grant will increase by £2,044.6m in 2023/24, with the additional amounts allocated as follows:

- £1,505.6m of additional grant funding.
- However, £161m of that is the rolling in of the Independent Living Fund.
- £400m for additional Improvement funding added to Market Sustainability grant.
- £300m for ringfenced Adult Social Care Discharge funding.

Allocations are related to the Adult Social Care needs formula with recognition of Social Care Council Tax precept and to previous market sustainability funding allocations. More detail will follow on additional reporting requirements, and the better care fund and discharge funding must be pooled with local health boards.

- 3.5 Lower Tier Services Grant**
Introduced in 2021/22, the Lower Tier Services Grant will cease and therefore not be distributed to Local Authorities in 2023/24. The funding for this grant will instead be used to support the guaranteed 3% increase in Core Spending Power.
- 3.6 New Homes Bonus**
The government has decided to maintain the current approach to the NHB payments in 2022/23. There will be no legacy (i.e., second) payment of New Homes Bonus, with the value previously representing legacy payments instead being used to support the 3% CSP increase referred to in paragraph 3.1.
- This results in a £265m (48%) reduction in the overall grant for 2023/24.
- 3.7 Services Grant**
The overall value of this grant, first introduced in 2022/23, has reduced from £822m to £464m partly due to the removal of the National Insurance Levy which this grant previously included support for. The reduced amount will instead be used to enhance the Supporting Families Grant and to partially fund a contingency provision.
- 3.8 Public Health Grant**
Information on the Public Health grant is not yet available and is expected in the new year.
- 3.9 Market Sustainability and Improvement Fund**
This new grant totalling £562m includes £162m from the former Market Sustainability and Fair Cost of Care Fund, with the additional £400m intended to support Local Authorities in making tangible improvements to adult social care and in particular to address discharge delays, social care waiting times, low fee rates, workforce pressures, and to promote technological innovation in the sector.
- 3.10 ASC Discharge Fund**
This is a new £300m grant for 2023/24 and is intended to form part of Better Care Fund plans. It is aimed at reducing delayed transfers of care and has been allocated based on the improved Better Care Fund shares in used in 2023/24.
- 3.11 Minimum Funding Guarantee**
A new funding stream will be distributed in 2023/24 to replace Lower Tier Services grant and is intended to provide a funding floor for all local authorities, so that no local authority would see an increase in Core Spending Power that is lower than 3% before Council Tax decisions. The total funding for this grant is £136m.
- 3.12 Funding Reform**
Government has confirmed that reforms to local government funding through the Relative Review of Needs and Resources, as well as the reset of accumulated business rates growth have both been paused for the remainder of this Spending Review period, but they are “committed to improving the local government finance landscape in the next Parliament”.

4.0 WIRRAL COUNCIL IMPACT

4.1 Council Tax

Previous assumptions have been that a 2% Core increase and a 1% Social Care Precept would be applied. The confirmation of the 3% core referendum principal means a potential increase in Council Tax income of approximately £1.65m.

Similarly, an additional 1% Council Tax precept for Adult Social Care would generate an additional £1.65m. Both these figures are subject to confirmation of the Council Tax Base figure for 2023/24, which is due to be reported to Policy and Resources in January 2023.

Should these increases not be fully implemented, alternative savings of £3.3m will need to be found.

4.2 Social Care Grant

Provisional allocations of the ringfenced Social Care Grant indicate that Wirral will receive £32.14m in 2023/24, which is an increase of £5.38m (including the Independent Living Fund) compared with previous 2023/24 assumptions included in the £38.4m budget gap.

However, as the Independent Living Fund has been rolled into the Social Care Grant there is a corresponding £1.52m pressure due to the removal of the grant from the revenue budget.

The net impact is therefore a £3.86m improvement on the MTFP.

4.3 Lower Tier Services Grant

With confirmation being received that this grant will cease after 2022/23, this constitutes a £0.52m reduction in funding for Wirral from 2022/23 budget and previous 2023/24 assumptions.

4.4 New Homes Bonus

It had previously been unsure if New Homes Bonus would continue after 2022/23, or if it would be distributed with the same methodology, and a reduction from the 2022/23 budget had therefore been assumed.

However, confirmation that the current New Homes Bonus approach would continue, and provisional allocations indicate Wirral will received £0.44m in 2023/24, an increase of £0.14m against previous assumptions.

4.5 Services Grant

Previous forecasts had assumed a reduction of Services grant due to the removal of the National Insurance Levy. However, provisional allocations indicate Wirral will receive £3.16m for this grant, which is £0.75m less than anticipated.

4.6 Market Sustainability and Improvement Fund

Provisional allocations allocate £4.22m of this fund to Wirral for 2023/24, which wasn't included in previous assumptions. However, although detailed conditions for this grant are not expected until early in 2023, at this stage it is assumed that this grant will be ringfenced and met with subsequent cost pressures and is therefore not an improvement to the overall budget position.

4.7 **ASC Discharge Grant**

This new grant will form part of Better Care Fund plans and Wirral has been allocated £2.7m for 2023/24. This will be met by corresponding cost pressures and therefore does not impact the budget position.

4.8 **Business Rates 100% Retention Pilot**

The settlement confirmed that the 100% Business Rates Retention pilot that Wirral participates in alongside Liverpool City Region authorities will continue in 2023/24 and will therefore continue to benefit from the resulting increased level of Business Rates receipts for another year. This was already budgeted for in the MTFP. This is positive news as Wirral benefits by approximately £7m per year as a result of participating in the pilot.

Government will review the role of such arrangements as a source of income for areas and its impact on local economic growth, and as part of deeper devolution commitments as set out in the Levelling Up White Paper.

4.9 **Business Rates Top-up**

The latest assumptions were that the Business Rates Top-up would increase by 5% to £55.69m. Settlement confirms Wirral's 2023/24 allocation as £59.24m which is a 9.1% increase from 2022/23. This is an improvement of £3.55m and constitutes the following:

- 10.1% increase based on September 2022 CPI.
- An adjustment for the impact on Business Rates of the Revaluation 2023.

4.10 MTFP Assumptions Comparison

In total, the provisional impact of the Local Government Finance Settlement on Wirral's MTFP is an improvement of £6.28m, not including the potential further Council Tax increases referenced in paragraph 4.1. The following table summarises the impact of the provisional Local Government Finance Settlement on Wirral Council's MTFP:

	2022/23 Budget £m	2023/24		
		MTFP assumption (£38.4m gap) £m	Provisional settlement £m	MTFP Impact £m
Business Rates Top-Up	(54.29)	(55.69)	(59.24)	(3.55)
New Homes Bonus	(0.44)	(0.30)	(0.44)	(0.14)
Social Care Grant	(19.77)	(26.77)	(32.15)	(5.38)*
Lower Tier Funding	(0.52)	(0.52)	0.00	0.52
2022/23 Services Grant	(5.62)	(3.91)	(3.16)	0.75
Market Sustainability & Improvement Fund	0.00	0.00	(4.22)	(4.22)*
ASC Discharge Fund	0.00	0.00	(2.70)	(2.70)*
Funding impact of LGFS measures				(14.72)
Corresponding pressures:				
Independent Living Fund removal			1.52	
Market Sustainability & Improvement Fund			4.22	
Discharge Fund			2.70	
Additional cost pressures				8.44
Total provisional 2023/24 MTFP impact				(6.28)
* Additional Adult Social Care related ringfenced grants				(12.30)

5.0 CONCLUSION

- 5.1 While the settlement brings an improvement to Wirral's MTFP position, the data outlined in this briefing note should be treated with caution as it is subject to change.
- 5.2 Firstly the settlement is provisional at this stage and is open to consultation until the 16th January 2023. Following the closure of the consultation period the settlement is subject to Parliament approval, and as such the data outlined above is subject to change.
- 5.3 The impact of the Business Rates Revaluation 2023 on Business Rates income is at this stage unclear. The estimated income generated from Business Rates for 2023/24, as well as the related Section 31 Grants for qualifying reliefs, will be analysed in detail in conjunction with the guidance when available. Such estimates have a deadline for completion and submission to Department for Levelling Up, Housing and Communities (DLUHC) of 31st January 2023, and as such the impact of Business Rates income on the MTFP is not yet clear.

- 5.4 Similarly, the estimate of the Collection Fund position will impact the 2022/23 budget. This is a statutory process and is based on the latest data available on 15th January 2022 and therefore this will not be confirmed until late January.
- 5.6 It is important to remember that the government have only impacted a single -year settlement and the additional resources for 2023/24 only provide limited and short-term certainty while creating uncertainty for longer term financial planning.

Appendix 3 - List of Savings

Budget Saving Proposals can be placed into the following categories:

- Increasing Business Efficiencies
 - This approach will identify efficiency measures that will result in more effective ways in which services are currently provided and may include cost reduction.
- Increasing Income
 - The Council will look to identify areas where it can raise income through fees and charges.
- Changing how we fund or provide services
 - We aim to ensure that the right service reaches the right resident when and where they need it, for the best cost. This may mean changing how we fund or provide services so that we are able to reduce costs and maintain services by becoming more efficient and by doing things differently.
- Reducing or stopping services
 - Although all efforts will be made to keep service reduction to a minimum, the scale of the financial challenge means that not all reduction proposals can be avoided.

ENVIRONMENT, CLIMATE EMERGENCY & TRANSPORT			
THEME	OPTION	DESCRIPTION	SAVING
Increasing Income	Introduction of Electric Vehicle charging scheme	Following a pilot, the Council is planning to introduce an electric vehicle charging policy and strategy that will introduce new charging points for electric vehicles generating a small income to the authority for re-investment.	£10,000
	Increase costs for Dropped Kerb service	The proposal would seek to increase the fees the Council applies to provide dropped kerbs outside people's houses to enable residents to access their drives. This will ensure full cost recovery to support the service.	£15,000
	Introduction of large format digital screen advertising opportunities	The Council plans to introduce large format, digital advertising screens in key gateway locations and small format free standing units in shopping areas to be used for commercial advertising to generate an income to the Council.	£20,000
	Review of Cemeteries and Crematoria service income	A review of income within Cemeteries and Crematoriums will look to increase income targets sustainable for future years.	£100,000
	Review of Pest Control service income	This option will increase the income target within the pest control team of Environmental Services in line with the recent demand for the service.	£10,000
	Review of bulky waste (ERIC) collections	The Bulky Waste collection service (ERIC service) currently collects up to 6 items for £32 per slot, with 120 slots available per week. The proposal is to reduce the number of items to 4 for £32 and increase the number of bookable slots by 5 per day - 145 per week.	£10,000

Increasing Income	Sale of Parks vehicles	A capital bid has been accepted for the procurement of new, efficient 'green' machinery. This saving would be achieved through the sale of the existing fleet, of which there are a number of vehicles that are high value.	£100,000
	Introduction of catering facilities at football playing fields	This option would see income generated through placement of outdoor catering pods at Arrowe Park Playing Fields and Levers Playing Fields to serve high footfall football traffic. A capital investment would be required.	£20,000
	Expansion of the camping offer at Wirral Country Park	This option would look to generate income through expanding the councils camping offer at Wirral Country Park.	£10,000
	Introduction of Pet Memorial Garden	This option would see an income generated through the development of a pet memorial garden for Wirral residents to commemorate their domestic pets.	£10,000
	Reintroduction of Christmas Markets at Birkenhead Park	This option would seek to restart Christmas Markets at Birkenhead Park. This model would see units / pitches being offered to traders who would pay a fee.	£10,000
	Introduction of an environmental enforcement scheme	This option proposes a move back to enforcement action against increasing levels of environmental crime including littering, dog fouling and fly tipping. The enforcement action will be undertaken by a 3rd party through an enforcement contract and would generate an income.	£150,000
Increasing Business Efficiencies	Capitalise Staff costs on infrastructure projects	A number of staff can be charged against the Council's capital programme budget leading to corresponding savings in the Council's revenue budget.	£60,000
	Review of Tree Management service	A redesign of the tree management service that will generate efficiency through the reduction of a vacant post and the generation of new income.	£50,000
	Restructure of the transport fleet	This option will deliver efficiencies through transport fleet and equipment remodelling and the introduction of replacement, alternative fuelled vehicles, and equipment.	£30,000
Changing how we fund or provide services	Environmental Health Service Review	A redesign of the Environmental Health Service to reduce the level of non-statutory provision and a reduction in staff by 1.5 FTE fixed term roles and 1 FTE permanent role.	£40,000
	Reduction in recycling promotional budget	This reflects a permanent, partial reduction of the Waste Team's recycling promotional budget from 2023/24.	£20,000
	Reduction in Waste & Environment Services budget	This option will make saving through partial reductions to elements of the Waste and Environmental Services budget.	£24,000

Reducing or stopping services	Reduction of non-statutory parks and countryside maintenance	The Parks and Countryside budget is approximately £4m. £3m of this is for statutory provision. Options have been brought forward to reduce the non-statutory element of the service by 50%.	£500,000
	Reduction in street cleansing	This option proposes the reduction in regular service street cleansing provision across the borough in residential areas, with a move to a reactive cleansing model. Cleansing would be undertaken in response to service requests and known hot spot/high demand locations. The service could still respond to fly tipping instances and service litter bins.	£500,000

TOURISM COMMUNITIES CULTURE & LEISURE			
THEME	OPTION	DESCRIPTION	SAVING
Increasing Income	Development of the events programme at Williamson Art Gallery	This option would look to generate income by developing the events programme at Williamson Art Gallery (weddings, formal dinners, birthday etc.). The option also includes savings from potential community asset transfer of the Transport Museum.	£70,000
	Review of current Neighbourhood Directorate assets/ buildings	This option would generate savings through a review of Neighbourhood Directorate assets, to identify properties/ buildings that could be considered for community asset transfer. There are currently no capital resources available from the Council in order to process CAT transfers.	£50,000
Increasing Business Efficiencies	Review of Neighbourhoods Staffing Structure	A re-structure in the Neighbourhoods Directorate that reflects a longer-term transformation plan to ensure the most efficient and cost-effective model of delivery.	£425,000
	Consolidation of under committed budgets across Neighbourhoods	This option will generate savings through a one-off collation of underspent budget lines across the service.	£60,000
	Leisure Centre service review	This saving option focuses on transformation of the service over 5-year period. The headline saving of £500k is for the first year's savings. This will focus on several key themes: energy efficiency measures, service restructures, contracts and commissioning arrangements and sales & marketing.	£500,000
Changing how we fund or provide services	Leisure Centre service review and closure of a council leisure centre	This saving option incorporates the transformation of the service saving of £500k along with the closure of one of the Council's leisure centres.	£1,000,000
	Reduce library service to 5 key sites	Wirral currently has 15 library sites. Footfall at all libraries has reduced and has not recovered from pre-pandemic levels. This option proposes a reduction in the service down to 5 sites.	£759,000

Changing how we fund or provide services	Relocation of Birkenhead & Wallasey Central libraries	This option proposes the relocation of Wirral's 2 Central libraries in Birkenhead and Wallasey from the two, current, high-cost sites into Birkenhead Town Hall and the Floral Pavilion respectively to reduce overall library service building running costs.	£280,000
	Reduce library service to 5 key sites & relocate central libraries	Wirral currently has 15 library sites. Footfall at all libraries has reduced and has not recovered from pre-pandemic levels. This option proposes a reduction in the service down to 5 sites as well as relocating Birkenhead and Wallasey sites into Birkenhead Town Hall and the Floral Pavilion.	£874,000
Reducing or stopping services	Temporary standing down of two council swimming pools	This proposal would involve standing down two of the Council's swimming pools to achieve savings in heating and running costs.	£850,000
	Closure of all non-statutory leisure services and activities	This option would involve stopping all Council leisure provision on the basis that it is a non-statutory, discretionary service that requires significant financial support from core Council budget which is forecast to increase further in 2023/24.	£4,900,000

CHILDREN, FAMILIES AND EDUCATION			
THEME	OPTION	DESCRIPTION	SAVING
Increasing Business Efficiencies	Reduction in Wirral's Looked After Children numbers	This saving reflects a reduction in Wirral's Looked After Children numbers as historic high levels align more with other authorities following practice improvements since 2019.	£410,000
	Reduction in Teacher's pension liabilities to the council	This saving reflects a reduction in Teacher's pension liabilities for the Council.	£190,000
	Review of Supporting Families funding and Early Help budgets	The proposal will involve investing the supporting families funding and Early help budgets effectively to reduce CIN and CP demand. The outlook is of increasing demand on frontline services as things return to normal post covid.	£1,121,000
	Review of contracts within Children's Services	A review will be undertaken to look at all contracts that are in place across Children's Services to explore where there are any efficiencies which can be achieved.	£250,000
	Review of council's contribution towards European Funded Send Inclusion Programme	This saving reflects the end of the Council's contribution towards a European Funded programme that will end at the end of 2022/23.	£220,000
	Reduction in financial support to Kingsway High School	Kingsway High School is being re-purposed for other educational uses and as such the occupier will pay the proportionate liability associated with the PFI deal, which will reduce costs and generate a financial saving.	£134,000
Changing how we	Reduction in contributions to the Regional Adoption	This saving reflects a reduction in contributions to the Regional Adoption Agency in line with the	£100,000

	Agency in line with the average number of referrals	average number of referrals reducing in recent years.	
	Increase the number of <i>children looked after</i> placed in family settings as opposed to higher cost residential settings	This proposal involves increasing the proportion of children placed in family settings and less in other settings such as residential and semi-independent settings. As family-based settings are lower cost than residential settings there is a cost reduction for the Council.	£1,100,000
	Remodelling of social care and early help	The proposal will involve the redesign and restructure of the Assessment and Intervention Service in Children and Families and the Family Matters service to provide one single service.	£655,000
Reducing or stopping services	Removal of budget supporting Play Services schemes	Wirral currently has 3 of out of hours and weekend play schemes. This service, which employs 9 staff, supports child development and education through play and is non-statutory. Play services currently operate at: Leasowe Adventure Playground, Gautby Play Scheme, Beechwood Play scheme as they are targeted in areas of greatest need. The option would remove this service altogether.	£284,000
	Reduction of Youth services offer to minimum statutory service	This service, which employs 68 staff, includes a youth club provision in each of the 9 neighbourhoods, detached youth workers covering the borough, and an annual contribution to the Hive Youth Zone. A number of options have been brought forward to reduce the service. This option would see the service being reduced to a statutory minimum provision.	£666,000
	Removal of budget supporting Creative Youth offer	Creative Youth Development employs 10 staff and delivers targeted packages of support to young people in crisis or with special educational needs and disabilities using a range of creative arts as therapeutic tools. The service is non-statutory, and options have been brought forward to reduce the service. This option would involve the service stopping altogether.	£343,000

THEME	OPTION	DESCRIPTION	SAVING
Changing how we fund or provide services	Review of all-age disability transition planning	This programme will focus on transition planning to better prepare young people with care and health needs for adulthood through tailored and more creative approaches to meeting care and support needs. A review of practice and approaches to transition planning will see needs identified earlier, with planned care and support leading to the delivery of the efficiency target.	£1,000,000
	Review of services to support Independent Living	A range of Demand Management initiatives will deliver the required efficiency savings. These are related to technology enabled care provision, increasing take up of Direct Payments as a cost-effective way to meet people's needs, utilising an increased range of extra care and supported housing options, and continuing to embed The Three Conversations approach to requests for care and support.	£4,935,000

ECONOMY REGENERATION AND HOUSING			
THEME	OPTION	DESCRIPTION	SAVING
Increasing Income	One off rental income for partial leasing of Cheshire Lines office space	The NHS CCG will be occupying some of the space in Cheshire Lines Building and paying a contribution towards the lease and running of costs. As the lease on Cheshire Lines is due to end in April 2024, this is a one year only income for 23-24.	£146,000
	Lease income from rental of floors 4 & 5 at Marris House	The Council had leased the 4th and 5th Floors of Marris House, with the break clause having been implemented and the lease terminated in July 22. Any make good work on the return of the lease have been met from the 22/23-part year saving on the lease costs. Full savings will be achievable for 23-24.	£136,000
	Increase eligible rechargeable costs for Building Control services	This option would generate income through increasing the eligible rechargeable costs in the areas of building control and housing services and is based on the assumptions on what can be recharged to fee income in the areas of building control, street names and numbering and land charges.	£80,000
Increasing Business Efficiencies	Review of Merseytravel levy budget	The Merseytravel levy is set by the Combined Authority, which includes any changes identified in the City Region population levels and demographics. This option will realise a saving through the financial difference between the budget set for the levy and the actual levy cost.	£122,000
	Capitalisation of salaries (Re-direction of qualifying salaries away from the council's central budget	This proposal will include a change to re-direct qualifying salaries away from the council's central budget. This will apply to staff within Assets division work on the school's capital programme, which enhances and creates schools' assets and is funded via grant.	£85,000
Increasing Business Efficiency	Stand down and disposal of a number of council owned buildings	This option is a continuation of a project that was commissioned in 2019 to review the accommodation strategy of the Council. Savings will be made on the	£672,000

		assumption that the buildings will all be empty, and functions “stood down” completed by 31 st March 2021 and disposed of no later than 31 st March 2023.	
	Decommissioning of the Solar Campus site and relocation of teams currently working from the facility.	This option will see a partial in-year saving through decommissioning of the Solar Campus and relocation of teams currently working from the facility. Full stand down savings will be realised in 24/25.	£5,000
	Standing down of Wallasey Town Hall for a 12-month period	In 2023/24, the North and South Annexes are being demolished and this will effectively put the Town Hall between two demolition sites for most of the year. This will have practical implications on the use of, and access to the building. Savings will therefore be realised through the standing down of Wallasey Town Hall for 2023/24.	£400,000
	redesign and review of contract commissioning for Economic Growth	This option will see savings made through the redesign of the specification for services completed prior to commissioning and the subsequent competitive price achieved through tendering.	£65,000
	Recharging of staff costs where eligible grant funding is in place for Economic Growth projects	This option will see a one-off saving of staff cost recovery from grant funding. This relates to eligible work across several regeneration programmes where a proportion of permanent staffing costs can be recharged for staffing time including European Regional Development Fund, European Social Fund and Town Deal.	£71,500
	Recharging of staff costs where eligible grant funding is in place for Homes for Ukraine Resettlement Programme	This option will see a one-off saving of staff cost recovery from grant funding. This relates to eligible work undertaken for the Resettlement Programme associated with responding to the Homes for Ukraine.	£593,110
	Recharging of costs where eligible grant and fee income is rechargeable within Supported Housing services	This option would realise savings where grant and fee income are rechargeable. This includes eligible costs associated with Private Rented Sector Housing Licensing, the Healthy Homes service and works linked to the Disabled Facilities Grant.	£59,600
Changing how we fund or provide services	Re-provision of homeless accommodation and review of community alarm grant	This option is a follow on from savings implemented in 22/23 that can again be realised in 23/24 – this being re-provision of homeless accommodation and review of grant to current eligible customers for the community alarm/response services charges.	£137,000
	Review of Housing Support service and Fuel Poverty contract	This proposal will realise efficiencies by moving to a single low level floating housing support service, as well as a review of the Fuel Poverty contract.	£87,500

POLICY AND RESOURCES

THEME	OPTION	DESCRIPTION	SAVING
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Increasing Business Efficiencies	Review of digital systems within the Revenue and Benefits service	This option will generate efficiencies through increased use of automation within Revenues & Benefits reducing the need for double keying and manual intervention from staff.	£100,000
	Review of council funded trade union representatives	The Council currently funds salaries for four full time trade union reps for UNISON. Funding was in place initially for three reps, but this was increased to a fourth, on a temporary basis, during the pandemic and been absorbed into the core budget. This option will realise a saving by returning to financially supporting just three full reps.	£35,000
	Review of current payroll functions	This option will realise saving through a review of the council's current payroll functions in order to reduce duplication and increase efficiencies.	£60,000
	Review of enabling (back office) services across the council	This option will bring forward a review of all enabling (back office) services across the whole organisation to identify economies of scale and opportunities for greater centralisation of these services.	£2,300,000
	Review of senior management structure	This option brings forward a package of senior management savings across the whole organisation to be achieved primarily through vacancy management.	£800,000
Reducing or stopping services	Corporate Office Restructure	This option will generate efficiencies and reduction in budget through a re-structure of the PA hub, which takes account of the changes in duties arising within this cohort since the move to remote and hybrid working. The review is inextricably linked with the review of the Chief Officer structure.	£70,000
Increasing Business Efficiencies	Use of NNDR reserve - one off	Use of the residual sum of £3m to balance budget shortfall.	£3,000,000
	Insurance reserve - one off	Following a review of Insurance Reserves, a figure of £1m can be release on one off basis.	£1,000,000
	Reprice pay budgets at mid-point	To this point council pay budgets have been costed at highest spinal point. This adjustment re-costs pay budget at mid-point which is normal for the sector and appropriate of pay commitments of this council.	£2,800,000
	Apply vacancy factor to pay budgets	A vacancy factor has been calculated in detail for each directorate of the council.	£2,300,000
	Council wide budget adjustment	Adjust operational budgets applying a factor of tenth of 1%	£440,000

Increasing Income	DSG contribution to statutory functions	This was a correction of the previous base estimate.	£1,200,000
	Increase Council Tax / ASC Levy by 2% to a total of 4.99%	Council Tax increase beyond base assumption	£3,260,000

1.0 Wirral ‘Have Your Say’ Consultation

1.1 The approach to the initial consultation was twofold; firstly, in terms of service impact consultation (where a budget option has a direct impact on reducing the level of provision of a specific service) and secondly, to gauge the opinions and priorities of our residents as to what council services matter most to them, and where they believe the council should be focusing its efforts to help develop the budget plan – this was presented via an online budget simulator.

1.2 Both were delivered through the council’s ‘Have Your Say’ platform in the form of a ‘Hub’. This approach provided users with one single location through which to engage in the service consultations and participate in the budget simulator exercise. <https://haveyoursay.wirral.gov.uk/hub-page/budget-2023-24>

Projects within the Hub include:

1. Street Cleansing Budget Option
2. Library Services Budget Option
3. Leisure Services Budget Option
4. Parks & Countryside Budget Option
5. Youth Services Budget Option
6. Budget Simulator

1.3 To ensure the consultations were as accessible as possible, a social and digital sub campaign was also carried out, which included regular messaging, targeted demographical and geographical communications, resident e-newsletters, and regular theme specific stories, linking with the narrative, and urging residents and stakeholders to take part in the consultation. communication channels included (but not limited to):

1. Social media messaging across a variety of platforms
2. Dedicated email address (for comments, ideas, request for paper copies etc)
3. Paper copies in libraries and leisure centres
4. WirralView news channel – article and links
5. Links and details in weekly Resident E-Newsletter
6. Digital and social links to the ‘Have Your Say’ Hub
7. Online redirection through local news platforms
8. Council website notices
9. Internal / Staff communications
10. Local media briefing/ media management
11. Member briefing
12. Sharing of links and paper copy locations with CVF sector

***The following data and findings are true as of 5.1.22. Consultation remains live at this date.**

1.4 Parks and Countryside <https://haveyoursay.wirral.gov.uk/budget-2023-24-parks>

At present, the online consultation has engaged 484 respondents*. Users were asked their opinion on:

1. A 50% reduction in the maintenance budget (effecting non-statutory works at a selection of parks across the parks and countryside services estate).

Current sentiment:

- a. 80% Strongly disagree/disagree
- b. 6% neutral
- c. 14% Strongly agree/agree

2. A 25% reduction in the maintenance budget (effecting non-statutory works at a smaller selection of parks across the parks and countryside services estate).

Current sentiment:

- a. 64% Strongly disagree/disagree
- b. 7% neutral
- c. 29% Strongly agree/agree

An open question is also included for respondents to register qualitative feedback.

1.5 **Leisure Services** <https://haveyoursay.wirral.gov.uk/budget-2023-24-leisure-services>

At present, the online consultation has engaged 453 respondents*. Users were asked their opinion on:

1. A Discontinuation to provide Leisure Services across the borough.

Current sentiment:

- a. 86% Strongly disagree/disagree
- b. 3% neutral
- c. 11% Strongly agree/agree

2. The Possible closure of two swimming pools

Current sentiment:

- a. 56% Strongly disagree/disagree
- b. 7% neutral
- c. 37% Strongly agree/agree

3. A reduction in the number of leisure centre sites the council owns and manages.

Current sentiment:

- a. 53% Strongly disagree/disagree
- b. 9% neutral
- c. 38% Strongly agree/agree

An open question is also included for respondents to register qualitative feedback.

1.6 **Library Services** <https://haveyoursay.wirral.gov.uk/budget-2023-24-leisure-services>

At present, the online consultation has engaged 459 respondents*. Users were asked their opinion on:

1. A relocation of the council's two biggest and most expensive library sites to operate, Birkenhead Central and Wallasey Central libraries.

Current sentiment:

- a. 46% Strongly disagree/disagree
- b. 7% neutral
- c. 47% Strongly agree/agree

2. Reducing the size of the library service to provide a small number of key, geographically located sites, supported by a wide-ranging online, digital and mobile library offer.

Current sentiment:

- a. 58% Strongly disagree/disagree
- b. 7% neutral
- c. 35% Strongly agree/agree

3. The moving of some library sites into other council buildings, reducing the overall number of library sites it currently provides. (Retaining an online and digital service and deploying a mobile library service).

Current sentiment:

- a. 40% Strongly disagree/disagree
- b. 8% neutral
- c. 52% Strongly agree/agree

An open question is also included for respondents to register qualitative feedback.

1.7 **Street Cleansing** https://haveyoursay.wirral.gov.uk/budget-2023-24-street-cleansing/survey_tools/budget-2023-24-street-cleansing

At present, the online consultation has engaged 322 respondents*. Users were asked their opinion on:

1. Moving to a reactive model of street cleaning (cleansing undertaken in response to service requests and in known hot spot/ high demand locations).

Current sentiment:

- a. 54% Strongly disagree/disagree
- b. 10% neutral
- c. 36% Strongly agree/agree

2. A reduction in cleansing schedules would see a move from 4-weekly to 12-weekly cleansing schedules across the whole borough (retaining 4-weekly alleyway cleanse service.)

Current sentiment:

- a. 56% Strongly disagree/disagree
- b. 9% neutral
- c. 35% Strongly agree/agree

An open question is also included for respondents to register qualitative feedback.

1.8 **Youth Services Street Cleansing** https://haveyoursay.wirral.gov.uk/budget-2023-24-youth-services/survey_tools/budget-2023-24-youth-services

In order to increase and ensure engagement for Wirral's under 18 residents, a Microsoft Forms version of the consultation was produced. Preliminary findings below will therefore reflect both versions.

At present, the online consultation has engaged 151 respondents through the 'Have Your Say'(HYS) hub, and 740 through the MS Forms (MSF) channel.* Users were asked their opinion on:

1. The closure of Pilgrim Street Arts Centre and re-provision of services to either an 'outreach' or 'pop-up' offer.

Current sentiment: (HYS)

- a. 67% Strongly disagree/disagree
- b. 10% neutral
- c. 23% Strongly agree/agree

Current sentiment: (MSF)

- a. 69% Strongly disagree/disagree
- b. 10% neutral
- c. 21% Strongly agree/agree

2. The removal of the Play Services budget.

Current sentiment: (HYS)

- a. 62% Strongly disagree/disagree
- b. 7% neutral
- c. 31% Strongly agree/agree

Current sentiment: (MSF)

- a. 78% Strongly disagree/disagree
- b. 4% neutral
- c. 18% Strongly agree/agree

3. The reduction of the council's Youth Services offer.

Current sentiment: (HYS)

- a. 72% Strongly disagree/disagree
- b. 6% neutral
- c. 22% Strongly agree/agree

Current sentiment: (MSF)

- a. 80% Strongly disagree/disagree
- b. 5% neutral
- c. 15% Strongly agree/agree

An open question is also included for respondents to register qualitative feedback.

1.9 **Budget Simulator** <https://haveyoursay.wirral.gov.uk/budget-2023-24-simulator>

The budget simulator is easy to use and allows residents to reduce spending across council services and see the consequences of their choices. There is also opportunity to provide comments, which will help us understand what is important when we come to set a legal budget.

At present, the online simulator has engaged 640 respondents*

The below chart indicates the average expenditure change for each slider reflecting resident priorities:

Adult Social Care & Health	
Adult Social Care commissioned services	-20.70%
Children, Families & Education	
Early Help & Prevention	-13.63%
Education & Special Educational Needs (SEN) Support	-12.11%
Children's Social Care & Safeguarding	-9.45%
Neighbourhood Services	
Community Safety	-18.09%
Highways and Infrastructure	-18.91%
Leisure, Libraries & Customer Engagement	-24.06%
Parks & Environment	-23.24%
Resources	
Revenues & Benefits	-25.35%
Regeneration	
Regeneration	-26.05%
Housing	-20.78%
Planning	-29.26%
Support Services	
Support Services	-28.40%



Have your say

Budget 2023-24: Street Cleansing

STREET CLEANSING Budget Option

Consultation: 8 December 2022 – 15 January 2023

Report: 19 January 2023

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1.0 Executive Summary

The Street Cleansing budget proposal will seek to generate savings through reductions in the scale of regular service street cleansing across the borough in residential areas.

There are two options for consultation – to fully move to a reactive only model (cleaning would be only when needed) or reduce cleansing schedules.

With either option, the service could still respond to fly tipping instances and service litter bins.

Public consultation was held on the Street Cleansing Budget Options from 8 December 2022 to 15 January 2023 allowing people to provide their view of the options. The findings from the consultation are included in this report.

The findings will be considered at the Environment, Climate Emergency & Transport Committee on the 30 January 2023.



1.1 Key Findings

- The questionnaire was responded to by 718 people, 409 responses came through the online portal and 309 paper copies were completed.
- Wirral Council proposed a move to a reactive model which would see cleansing undertaken in response to service requests and in known hot spot/high demand locations only. 61.2% of the responses were opposed the proposal whilst 27.0% supported it (Question 1).
- Wirral Council proposed a reduction in cleansing schedules which would see a move from 4-weekly to 12-weekly cleansing schedules across the whole borough – but keeping the 4-weekly alleyway cleanse service. 61.5% of the responses were opposed to the proposal whilst 26.7% supported it (Question 2).
- Amongst the additional comments, the most common issues or suggestions cited by respondents were: (Question 3)
 - That current street cleansing is not enough or effective (14.8%),
 - Residents, businesses, and volunteers should be encouraged to take responsibility for collecting litter (11.5%)
 - Reducing the service would be unsafe (7.0%).
- Demographic analysis allowed the responses to be categorised by ward. New Brighton (10.7%) and Wallasey (9.8%) were the most represented Wirral wards. Each of Wirral's 22 wards received some representation.

2.0 Methodology

The consultation was carried out between 8 December 2022 to 15 January 2023. The approach used was an online public consultation through the 'Have your say' consultation portal at www.haveyoursay.wirral.gov.uk

A budget consultation Hub was created within the platform which provided users with one single location through which to engage in individual service consultations and access a Budget Simulator tool <https://haveyoursay.wirral.gov.uk/hub-page/budget-2023-24> Within the Hub there was a page dedicated to the Street Cleansing Budget Options consultation.

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

Following the consultation, the feedback will be considered at Environment, Climate Emergency & Transport Committee on the 30 January 2023.

2.1 Questionnaire

The consultation questionnaire was developed around understanding resident views on the options presented for reducing the cost of the Street Cleansing services. Key areas in the options included a move to a reactive model which would see cleansing undertaken in response to service requests and in known hot spot locations only, and a reduction in schedules from 4 weekly to 12 weekly cleansing but keeping the 4 weekly alleyway cleanse service.

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

2.2 Analysis of Respondents

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



2.3 Interpretation of Results

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

- The public consultation is not representative of the overall population but provides information on the opinion of those residents who engaged.
- Free-text questions that offered respondents the option to provide written feedback could have covered multiple themes. Therefore, with free-text responses were categorised using a coding system. The percentages given reflect the percentage of respondents who made the comment and as they may have made more than one comment, the total percentage may exceed 100%.

2.4 Direct Representations

Contact details were provided to enable organisation, groups, or special interest groups to directly submit their responses to the budget proposals.

2.5 Communication

To ensure the consultations were as accessible as possible, a social and digital sub campaign was carried out, which included regular messaging, targeted demographical and geographical communications, resident e-newsletters, and regular theme specific stories, linking with the narrative, and urging residents and stakeholders to take part in the consultation. communication channels included (but not limited to):

- Social media messaging across a variety of platforms.
- Dedicated email address (for comments, ideas, request for paper copies etc).
- Paper copies in libraries and leisure centres.
- WirralView news channel – article and links.
- Links and details in weekly Resident E-Newsletter.
- Digital and social links to the 'Have Your Say' Hub.
- Online redirection through local news platforms.
- Council website notices.
- Internal / Staff communications.
- Local media briefing/ media management.
- Member briefing.
- Sharing of links and paper copy locations with CVF sector.

3.0 Results

3.1 The Questionnaire

The questionnaire was responded to by 718 people. 409 responses came through the online portal, 309 paper copies were completed. No questions were mandatory so respondents could choose which questions to respond to.

3.1.1 Question 1: A move to a reactive model would see cleansing undertaken in response to service requests and in known hot spot/high demand locations only

711 people answered this question. Respondents selected one option that they agreed with. 61.2% of the responses were disagreed with the proposal (35.2% strongly disagree and 26.0% disagree) whilst 27.0% agreed with proposal (5.8% strongly agree and 21.2% agree). 11.8% neither agreed or disagreed.

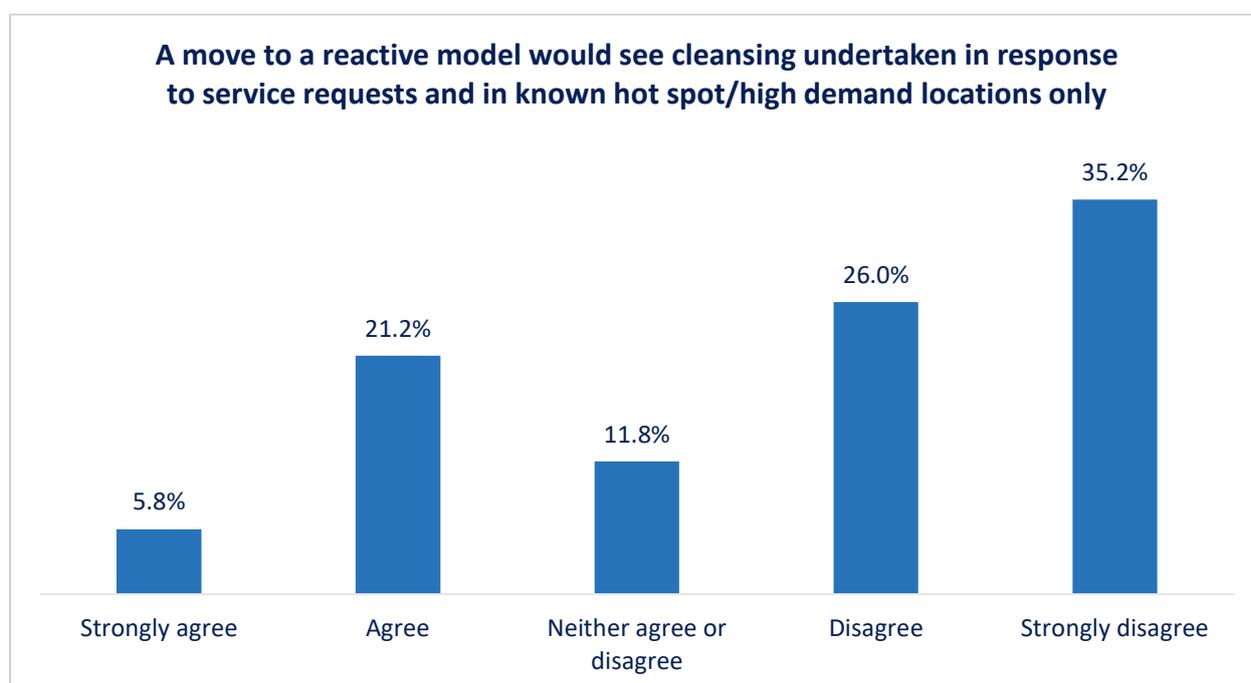


Figure 1: Chart displaying results to the reactive model proposal

A move to a reactive model would see cleansing undertaken in response to service requests and in known hot spot/high demand locations only	Total	%
Strongly agree	41	5.8%
Agree	151	21.2%
Neither agree or disagree	84	11.8%
Disagree	185	26.0%
Strongly disagree	250	35.2%
Total	711	100.0%

Table 1: Table displaying the results to the reactive model proposal



3.1.2 Question 2: A reduction in cleansing schedules would see a move from 4-weekly to 12-weekly cleansing schedules across the whole borough – but keeping the 4-weekly alleyway cleanse service.

709 people answered this question. Respondents selected one option that they agreed with. 61.5% of the responses were disagreed with the proposal (24.8% strongly disagree and 36.7% disagree) whilst 26.7% agreed with proposal (5.2% strongly agree and 21.4% agree). 11.8% neither agreed or disagreed.



Figure 2: Chart displaying results to the reduction in cleansing schedules proposal

A reduction in cleansing schedules would see a move from 4-weekly to 12-weekly cleansing schedules across the whole borough – but keeping the 4-weekly alleyway cleanse service	Total	%
Strongly agree	37	5.2%
Agree	152	21.4%
Neither agree or disagree	84	11.8%
Disagree	176	24.8%
Strongly disagree	260	36.7%
Total	709	100.0%

Table 2: Table displaying the results to the reduction in cleansing schedules proposal

3.1.3 Question 3: Additional Comments

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

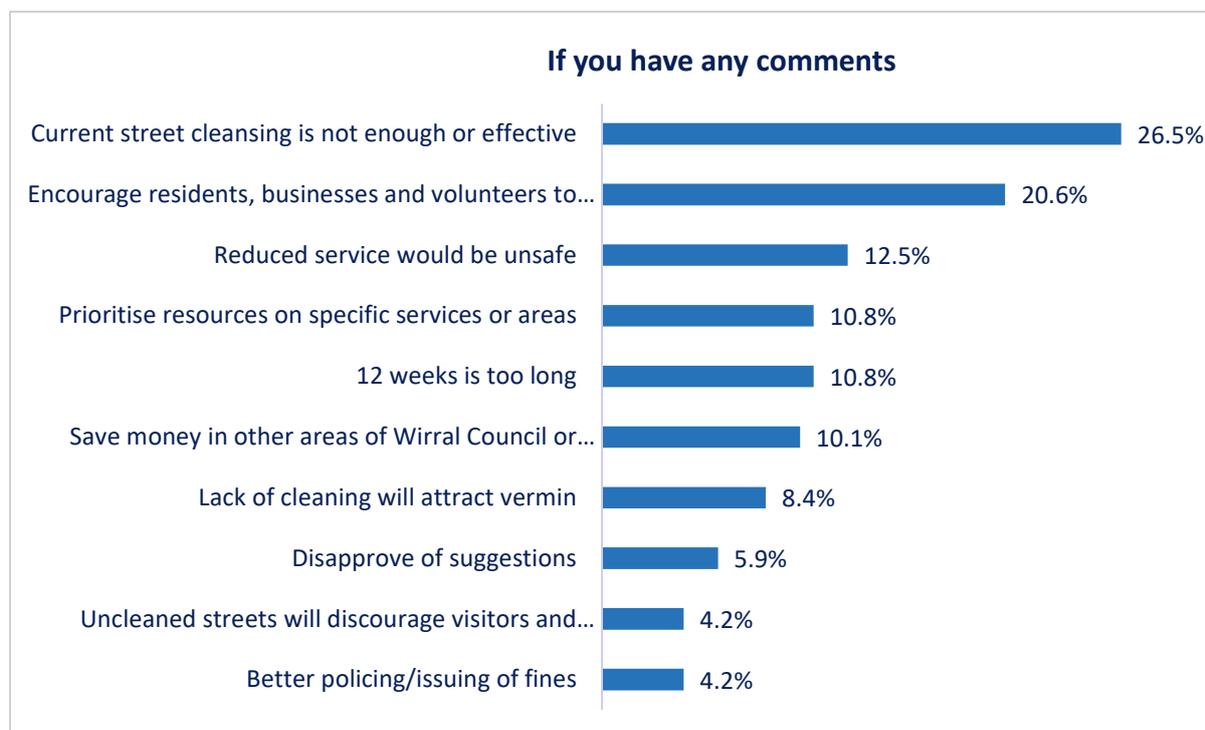


Figure 3: Chart displaying top themes among additional comments

If you have any comments	Total	%
Current street cleansing is not enough or effective	76	26.5%
Encourage residents, businesses and volunteers to take responsibility for collecting litter	59	20.6%
Reduced service would be unsafe	36	12.5%
12 weeks is too long	31	10.8%
Prioritise resources on specific services or areas	31	10.8%
Save money in other areas of Wirral Council or through improvements in efficiency	29	10.1%
Lack of cleaning will attract vermin	24	8.4%
Disapprove of suggestions	17	5.9%
Better policing/issuing of fines	12	4.2%
Uncleaned streets will discourage visitors and investment	12	4.2%

Table 3: Table displaying top themes among additional comments

- **Current street cleansing is not enough or effective (26.5%).** This was the most cited theme, mentioned by 75 of the 287 respondents. Many of these stated that current services are not sufficient, and any reduction would be detrimental. Many of the respondents also advocated that the proposed 12-weeks is too long and that 6 or 8 weeks would be a more appropriate compromise.
- **Encourage residents, businesses, and volunteers to take responsibility for collecting litter (20.6%).** Respondents advocated that Wirral Council should encourage and incentivise the public to collect litter through education programs in schools, volunteering initiatives and discounts on council tax for those who do. They also advocated for stricter enforcement of fines for littering and fly tipping as well as targeting what they saw as the origins of the litter such as fast-food establishments and landlords.
- **Reducing the service would be unsafe (12.5%).** Respondents citing concerns over uncollected leaves making pavements dangerous, uncollected leaves blocking drains and causing flooding. Many of these respondents suggested that Wirral Council should prioritise resources on collecting leaves after September to mitigate the issue. Many of these respondents also cited concerns that uncollected litter would attract vermin and considered the impact vermin might have on public health.

3.2 Direct Representations

One direct representation was received from an individual. The representation is included in Appendix 1.

4.0 Demographics and Site Traffic

4.1 Demographics

Registration was required to engage in the online Budget 2023-24: Street Cleansing consultation. The registration form included questions regarding demographics including gender, age group, ethnicity, and sexual orientation, however not all questions in the registration form were compulsory and respondents could choose to select 'prefer not to say' or skip the question. The demographics results are summarised below. The same questions were included on the paper-copy questionnaires.

Most respondents (89.8%) of the respondents classed themselves as local residents.



Figure 4: Chart displaying who respondents are registering as

The age group profile is illustrated below with the most common age groups being 65-74 years (24.2%), followed by 55-64 years (22.9%) and 45-54 years (17.3%). 16-24 years only made up 1.3% of respondents.

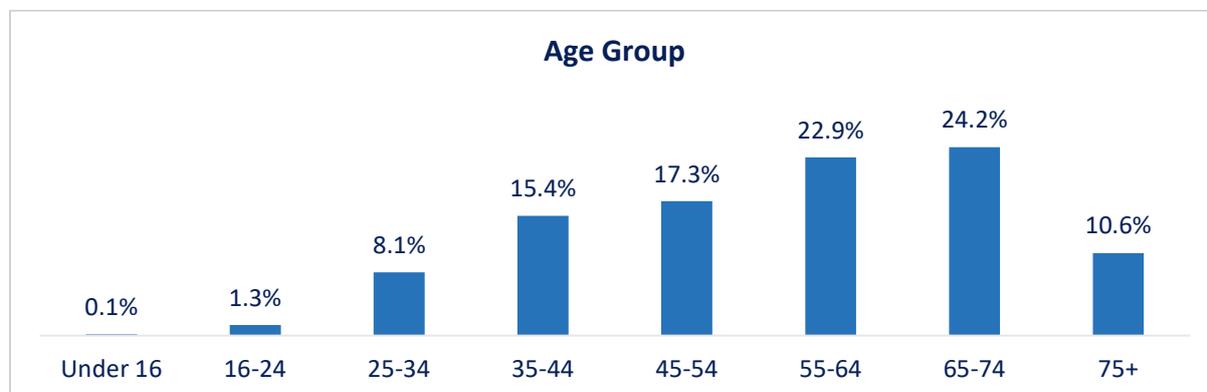


Figure 5: Chart displaying age groups



57.2% of respondents identified as female and, 39.9% male. 2.5% preferring not to say and 0.4% preferring to use their own term.

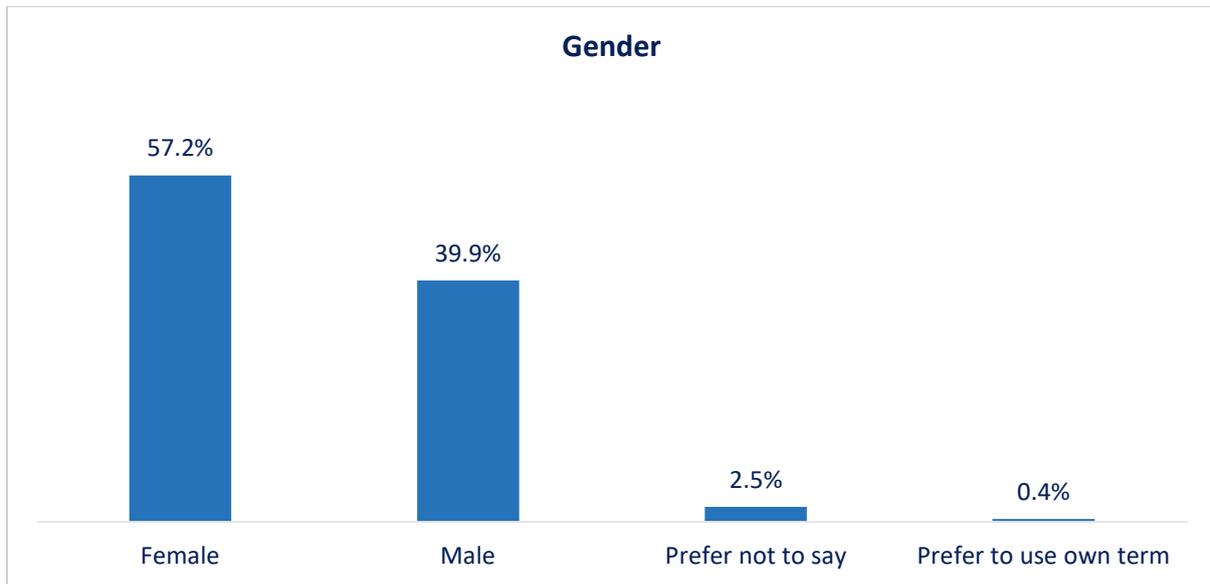


Figure 6: Chart displaying gender

85.3% of respondents were heterosexual, 1.6% were gay/ lesbian, 1.6% bisexual and 11.4% preferred not to say.

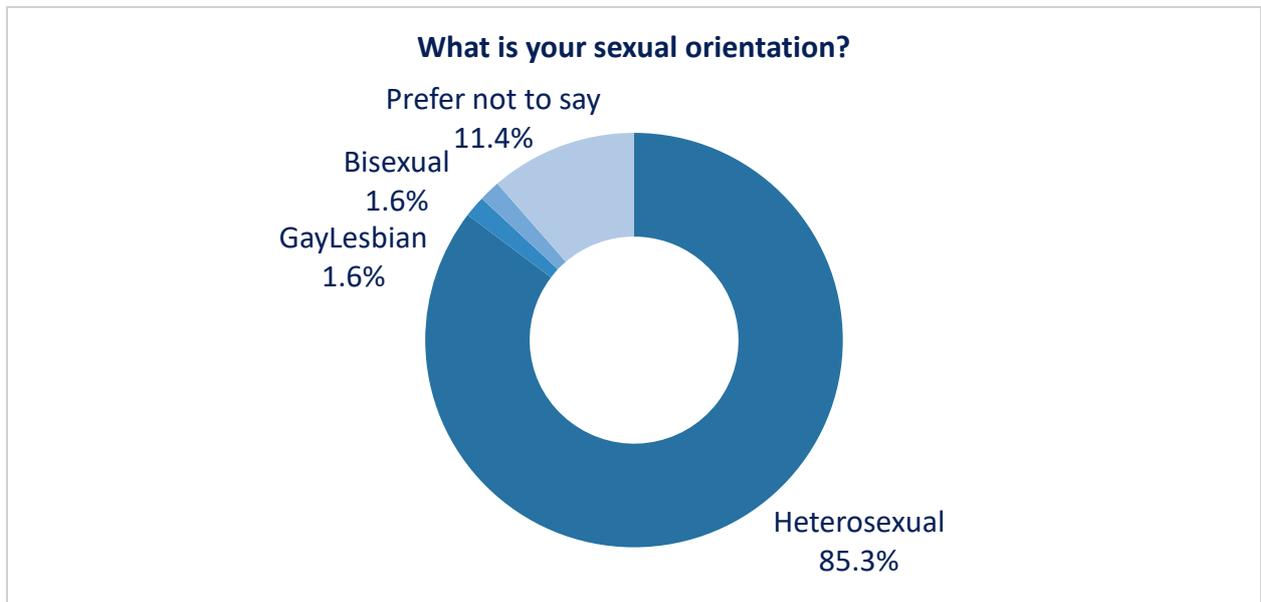


Figure 7: Chart displaying sexual orientation

81.7% said they did not have a disability whilst 13.0% of respondents said that they had a disability, 5.3% preferred not to say.

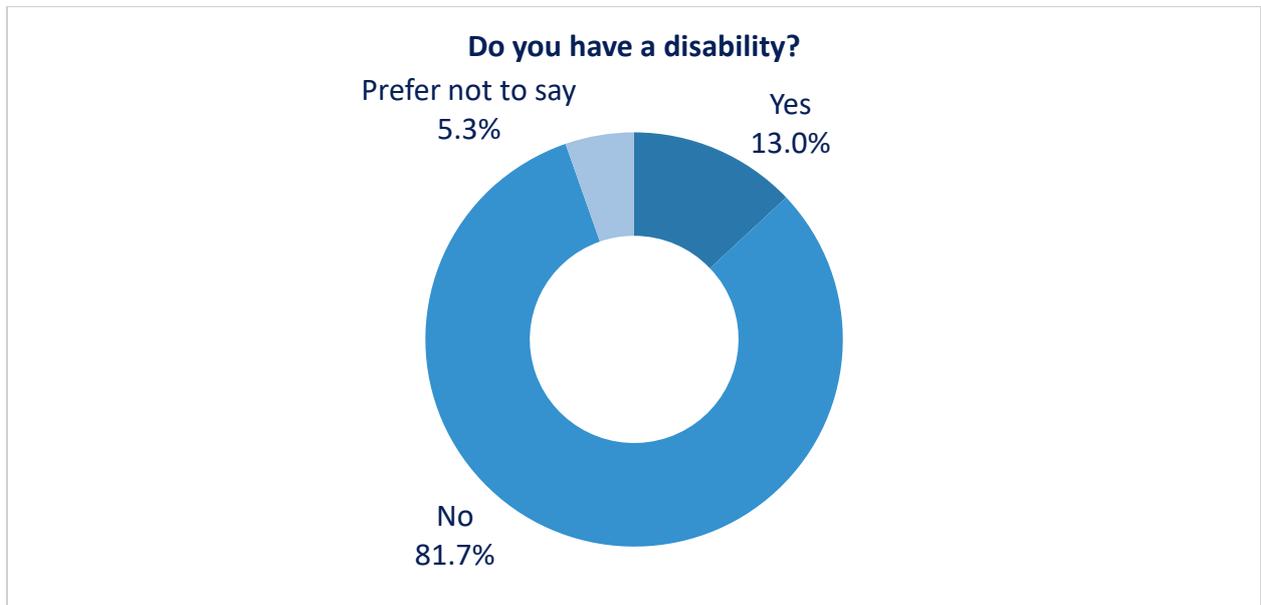


Figure 8: Chart displaying proportion of respondents with a disability

The majority (95.8%) of respondents identified as White – English, Welsh, Scottish, Northern Irish, British.

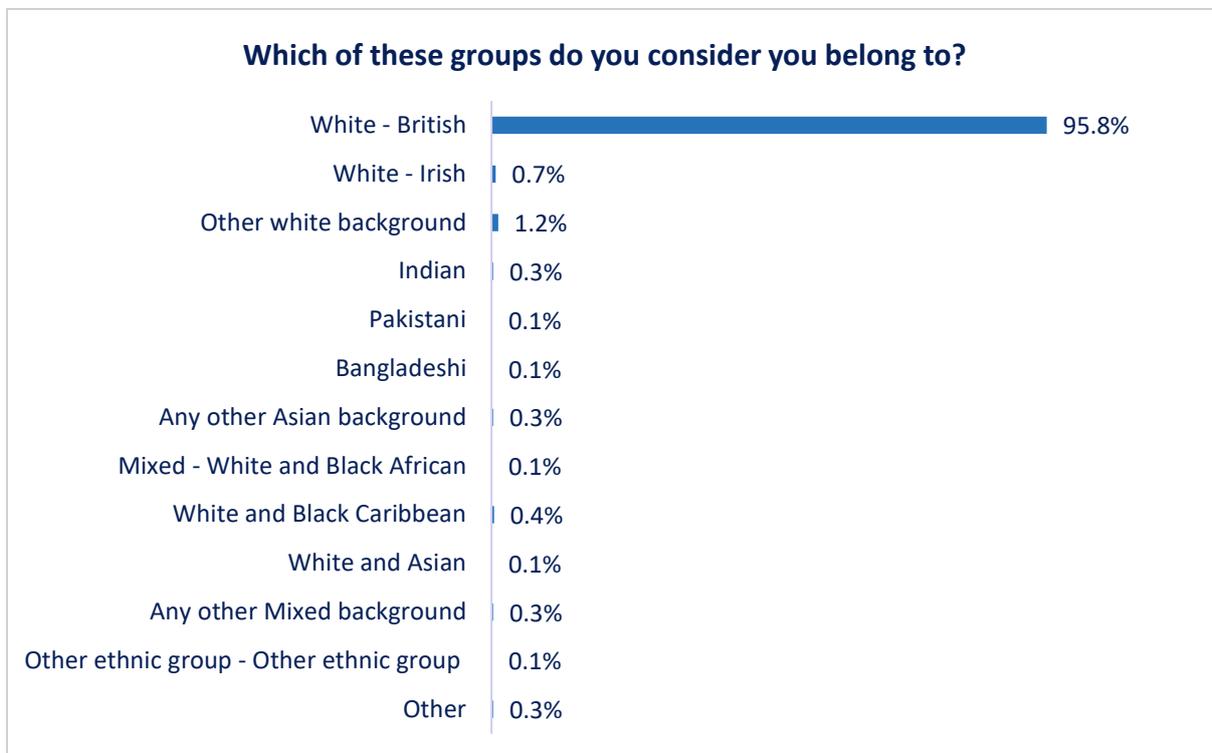


Figure 9: Chart displaying ethnicity of respondents



The most represented wards were New Brighton (10.7%) followed by Wallasey (9.8%) and Hoylake and Meols (8.9%). Each of Wirral's 22 wards received some representation.

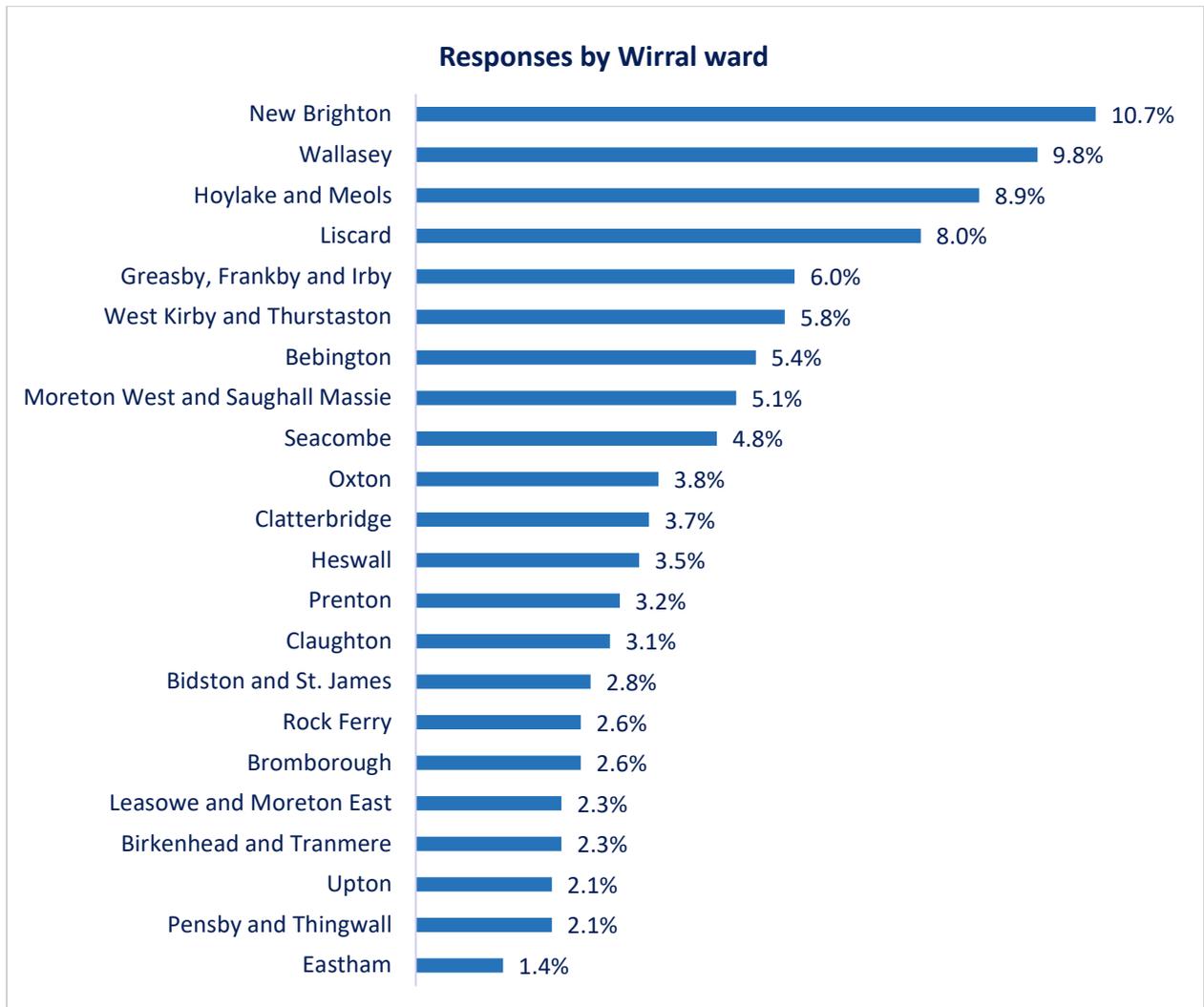


Figure 10: Chart displaying Wirral Ward representation



4.2 Have Your Say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 1515 unique visitors viewed the Budget 2023-24: Street Cleansing consultation of the Have Your Say site. Of these, 38 viewed a photo and 409 people completed the questionnaire.

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

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

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either visits where people typed the internet address into their web browser (831) or links clicked from social media sites (404). It should be noted that Search engine visits generated the highest engagement rate (44.4%) (after .gov sites which generated low traffic) although with a lower number of visits (90) compared to social media and web browser.

Traffic Source	Aware Visits	Informed Visits (%)	Engaged Visits (%)
.gov sites	10	8 (80.0%)	5 (50.0%)
Direct	831	556 (66.9%)	241 (29.0%)
Email	141	94 (66.7%)	32 (22.7%)
Referrals	86	65 (75.6%)	26 (30.2%)
Search engine	90	57 (63.3%)	40 (44.4%)
Social	404	250 (61.9%)	65 (16.1%)
Total	1562	1030	409

Table 4: Site traffic sources



Appendix 1: Direct Representations

A REPRESENTATION FROM AN INDIVIDUAL

Consider encouraging residents to become responsible for their own Street pavement cleansing. Provide local and easy access facilities for them to get rid of street debris. Put more dog fouling signs up. Incentivise the scheme.



Have your say

Budget 2023-24: Parks and Countryside

PARKS & COUNTRYSIDE Budget Options



Consultation: 8 December 2022 – 15 January 2023

Report: 19 January 2023



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1.0 Executive Summary

The budget proposals for Parks and Countryside Services will look to find savings through reductions in non-statutory parks services that are carried out across the borough, i.e., services that the Council does not have to deliver by law. This includes stopping maintenance for a selection of identified grassed areas in parks, including some football, rugby, and cricket pitches, bowling greens and grass tennis courts as well as ceasing maintenance for some flower beds and borders, lakes, ponds, and boating lakes. Children's playgrounds would still be maintained, as would litter picking.

Statutory duties would still be carried out in relation to maintenance of: Sites of Special Scientific Interest (SSSIs), closed and open churchyards, scheduled monuments, historic parks and gardens (such as Birkenhead Park and Hamilton Square), health and safety inspections, waste removal, allotments and roadside verges (limited to a 1.5metre cut from the road kerb).

Public consultation was held on the Parks and Countryside Budget Options from the 8 December 2022 to 15 January 2023 allowing people to provide their view of the options. The findings from the consultation are included in this report.

The findings will be considered at the Environment, Climate Emergency & Transport Committee on the 30 January 2023.

1.1 Key Findings

- The questionnaire was responded to by 977 people. 668 responses came through the online portal, 309 paper copies were completed.
- 81.0% of the respondents were in disagreement with the proposal to reduce the maintenance budget by 50%. 55.0% strongly disagreed. 11.0% were in agreement. Out of the 2 proposals put forward in this consultation this one garnered the highest levels of disagreement. (Question 1).
- 67.7% of the responses were in disagreement with the proposal to reduce the maintenance budget by 25%, 46.7% strongly disagreed. 21.1% were in agreement. (Question 2).
- Amongst the additional free text comments, the most prevalent themes were (Question 3):
 - Parks are important for physical and mental wellbeing (42.3%) and reducing the maintenance budget would affect the wellbeing of local communities.
 - Disagree with proposals (29.2%); respondents said they disagreed in general with the proposals.
 - Will affect sports clubs (22.9%); people mentioned that sports clubs, especially Bowls and Football would be affected by any reduction in maintenance.
- Demographic analysis allowed the responses to be categorised by ward. Hoylake and Meols (9.9%) and Wallasey (8.8%) were the most represented Wirral wards. Eastham (1.1%) and Bidston and St James (1.4%) were the least well represented.

2.0 Methodology

The consultation was carried out between 8 December 2022 to 15 January 2023. The approach used was an online public consultation through the 'Have your say' consultation portal at www.haveyoursay.wirral.gov.uk

A budget consultation Hub was created within the platform which provided users with one single location through which to engage in individual service consultations and access a Budget Simulator tool <https://haveyoursay.wirral.gov.uk/hub-page/budget-2023-24> Within the Hub there was a page dedicated to the Parks and Countryside Budget Options consultation.

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

Following the consultation, the feedback will be considered at the Environment, Climate Emergency & Transport Committee on the 30 January 2023.

2.1 Questionnaire

The consultation questionnaire was developed around understanding resident views on the options presented for reducing the cost of the parks and countryside services. The questions focused on the options to reduce the maintenance budget by 50% stopping non-statutory works at a selection of parks across the estate and by reducing the budget by 25% which would impact on a smaller selection of parks.

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

2.2 Analysis of Respondents

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

2.3 Interpretation of Results

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

- The public consultation is not representative of the overall population but provides information on the opinion of those residents who engaged.
- Free-text questions that offered respondents the option to provide written feedback could have covered multiple themes. Therefore, the free-text responses were categorised using a coding system. The percentages given reflect the percentage of respondents who made the comment and as they may have made more than one comment, the total percentage may exceed 100%.

2.4 Direct Representations

Contact details were provided to enable organisation, groups, or special interest groups to directly submit their responses to the budget proposals.

2.5 Communication

To ensure the consultations were as accessible as possible, a social and digital sub campaign was carried out, which included regular messaging, targeted demographical and geographical communications, resident e-newsletters, and regular theme specific stories, linking with the narrative, and urging residents and stakeholders to take part in the consultation. communication channels included (but not limited to):

- Social media messaging across a variety of platforms.
- Dedicated email address (for comments, ideas, request for paper copies etc).
- Paper copies in libraries and leisure centres.
- WirralView news channel – article and links.
- Links and details in weekly Resident E-Newsletter.
- Digital and social links to the 'Have Your Say' Hub.
- Online redirection through local news platforms.
- Council website notices.
- Internal / Staff communications.
- Local media briefing/ media management.
- Member briefing.
- Sharing of links and paper copy locations with CVF sector.

3.0 Results

3.1 The Questionnaire

The questionnaire was responded to by 977 people. 668 responses came through the online portal and 309 paper copies were completed. No questions were mandatory so respondents could choose which questions to respond to.

3.1.1 Question 1: A 50% reduction in the maintenance budget would mean stopping non-statutory works at a selection of parks across the parks and countryside services estate.

966 people answered this question. Respondents selected their corresponding level of agreement with the statement offered.

81.0% of the responses were in disagreement with the proposal (55.0% strongly disagreed and 26.0% disagreed), whilst 11.0% agreed with the proposal (3.6% strongly agreed and 7.3% agreed). 8.1% neither agreed nor disagreed.

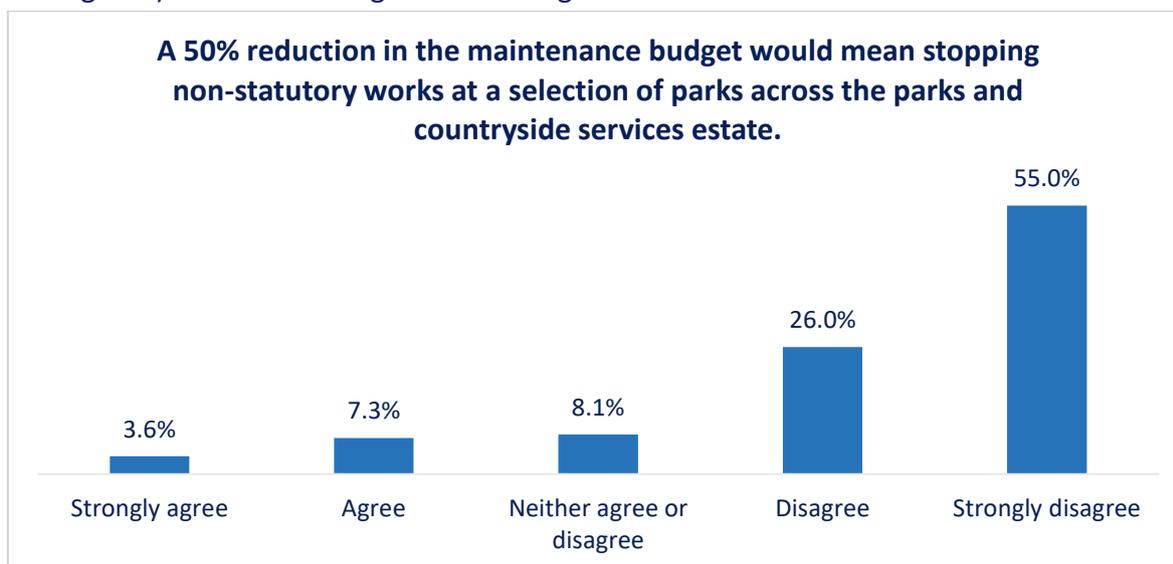


Figure 1: Chart displaying whether respondents agreed or disagreed with a 50% reduction in the maintenance budget.

A 50% reduction in the maintenance budget would mean stopping non-statutory works at a selection of parks across the parks and countryside services estate.	Total	%
Strongly agree	35	3.6%
Agree	71	7.3%
Neither agree or disagree	78	8.1%
Disagree	251	26.0%
Strongly disagree	531	55.0%
Total	966	100.0%

Table 1: Table displaying whether respondents agreed or disagreed with a 50% reduction in the maintenance budget.

3.1.2 Question 2: A 25% reduction in the maintenance budget would mean stopping non-statutory works at a smaller selection of parks across the parks and countryside services estate.

965 people answered this question. Respondents selected their corresponding level of agreement with the statement offered.

67.7% of the responses were in disagreement with the proposal (46.7% strongly disagreed and 21.0% disagreed), whilst 21.1% agreed with the proposal (4.2% strongly agreed and 16.9% agreed). 11.1% neither agreed nor disagreed.

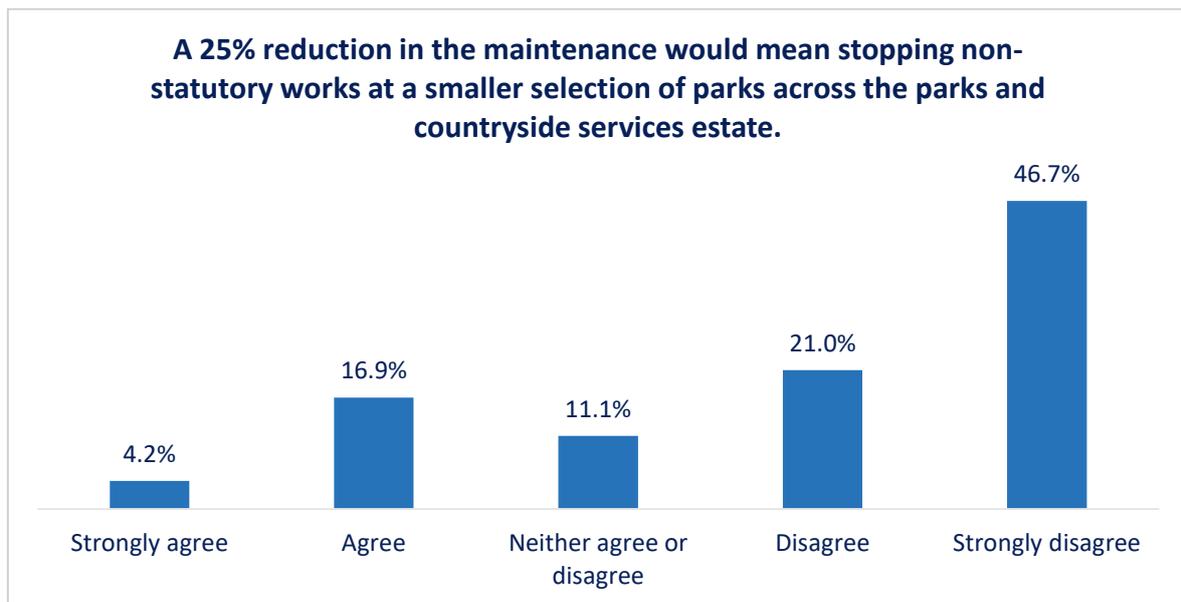


Figure 2: Chart displaying whether respondents agreed or disagreed with a 25% reduction in the maintenance budget.

A 25% reduction in the maintenance budget	Total	%
Strongly agree	41	4.2%
Agree	163	16.9%
Neither agree or disagree	107	11.1%
Disagree	203	21.0%
Strongly disagree	451	46.7%
Total	965	99.9%

Table 2: Table displaying whether respondents agreed or disagreed with a 25% reduction in the maintenance budget.

3.1.3 Question 3: If you have any comments to make regarding these options or any other suggestions on reducing cost in parks and countryside, please add them here.

Respondents were asked if they had any additional comments regarding the Parks and Countryside consultation. 489 people responded to this question. Each comment has been categorised into themes in order to identify the over-riding sentiments amongst the comments.

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

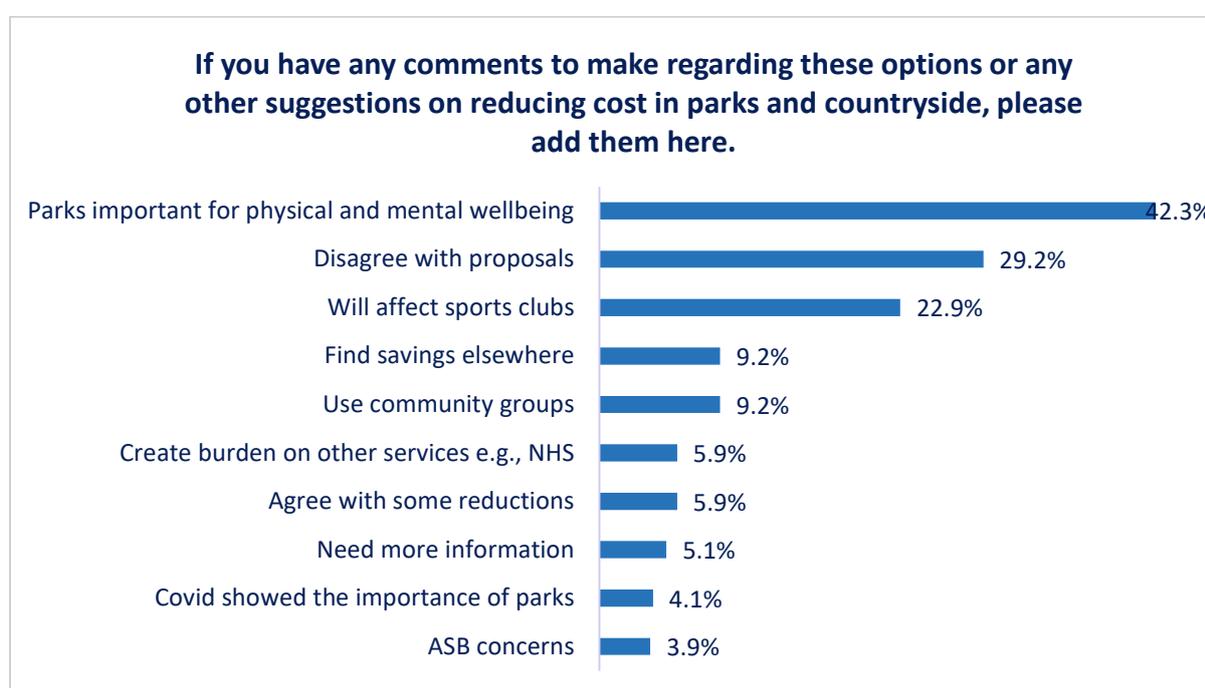


Figure 3: Chart displaying the top 10 themes from respondents' comments.

If you have any comments	Total	%
Parks important for physical and mental wellbeing	207	42.3%
Disagree with proposals	143	29.2%
Will affect sports clubs	112	22.9%
Find savings elsewhere	45	9.2%
Use community groups	45	9.2%
Create burden on other services e.g., NHS	29	5.9%
Agree with some reductions	29	5.9%
Need more information	25	5.1%
Covid showed the importance of parks	20	4.1%
ASB concerns	19	3.9%

Table 3: Table displaying the results to "if you have any comments"

- **Parks important for physical and mental wellbeing (42.3%).** Respondents said that communities need parks for exercise and for children to play, and therefore parks help to improve people’s physical and mental wellbeing.
- **Disagree with proposals (29.2%).** Many people said that they disagreed in general with the proposals, without giving further detail.
- **Will affect sports clubs (22.9%).** Many respondents were concerned about how the proposal will affect sports clubs. Many people mentioned bowls clubs and how the bowling greens should continue to be maintained. Some people talked about football clubs, which use pitches for training and matches. Other sports mentioned are cricket, rugby and tennis.
- **Find savings elsewhere (9.2%).** Respondents said that the council should look elsewhere to make savings, some saying that the council should look to reduce middle management. Other suggestions for making savings elsewhere were to sell unused council buildings, divert money from highways spending, reduce the number of councillors and scrap final salary pensions.
- **Use community groups (9.2%).** Respondents commented that a solution could be to use community groups or individuals in the local community to do the maintenance.

3.2 Direct Representations

Four direct representations were received from:

- Wirral and District Crown Green Bowling Association.
- Wirral Ladies Bowling Association.
- Joint Representation from Bebington Park Bowling Club, Cammell Laird Bowling Club and Bebington Ladies Bowling Club.
- Birkenhead and Wirral Ladies Bowling League.

The representations are included in Appendix 1.

4.0 Demographics and Site Traffic

4.1 Demographics

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

Most respondents (87.6%) of the respondents classed themselves as local residents.



Figure 4: Chart displaying who respondents are registering as

The age group profile is illustrated below with the most common age groups being 65-74 years (26.8%), followed by 55-64 years (21.6%) and 45-54 years (16.6%). Under 24 years only made up 1.6% of respondents.

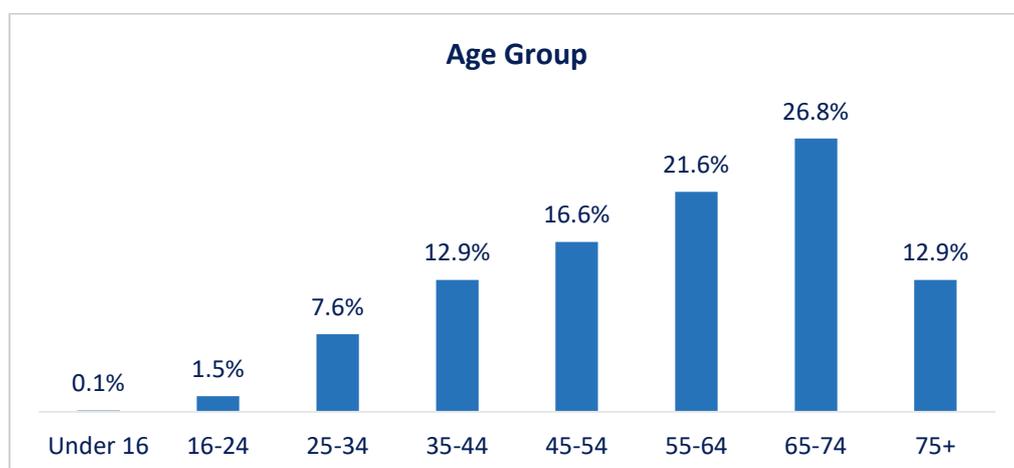


Figure 5: Chart displaying age groups

49.5% of respondents identified as female and, 48.2% male. 2.0% preferring not to say and 0.3% preferring to use their own term.

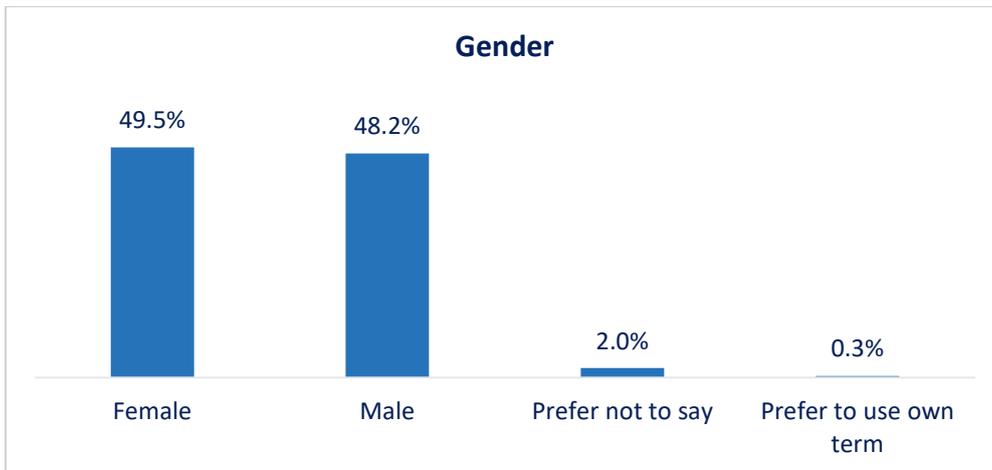


Figure 6: Chart displaying gender

86.2% of respondents were heterosexual, 1.1% were gay/ lesbian, 1.4% bisexual and 11.2% preferred not to say.

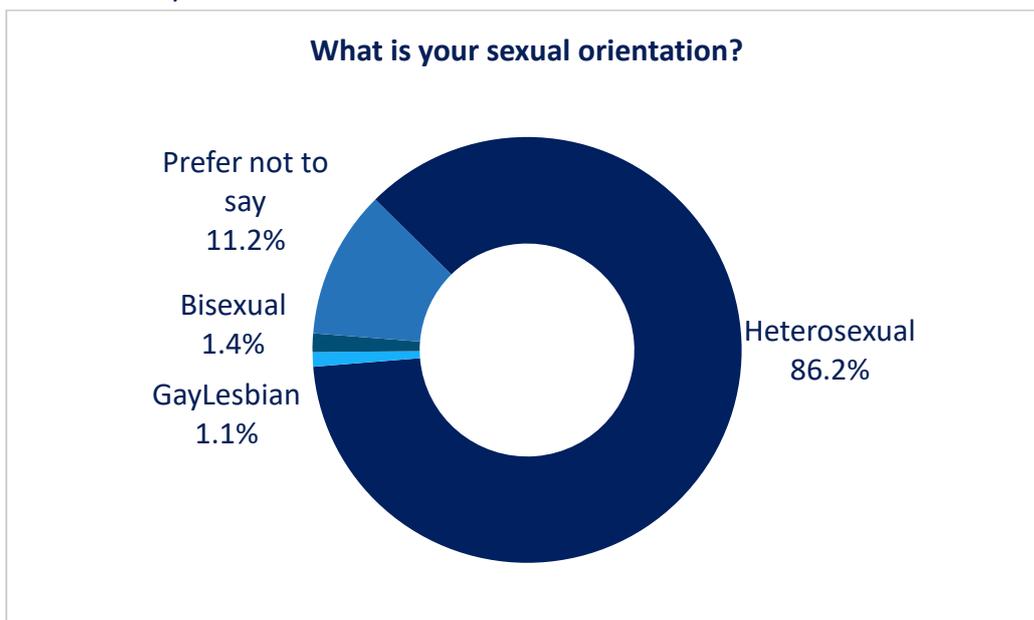


Figure 7: Chart displaying sexual orientation

86.1% said they did not have a disability whilst 9.0% of respondents said that they had a disability, 4.9% preferred not to say.

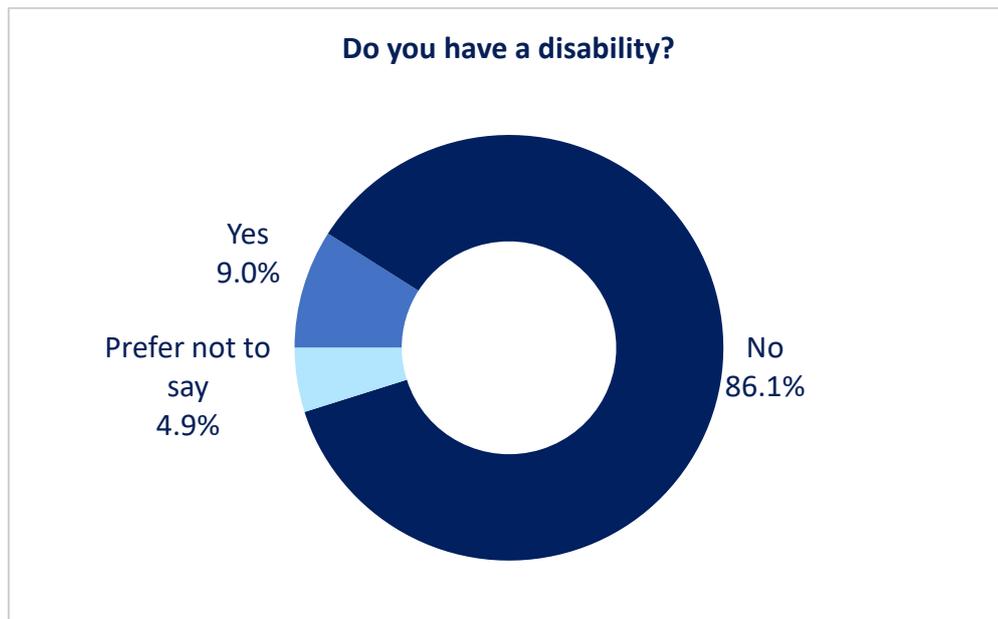


Figure 8: Chart displaying disability

The majority (95.5%) of respondents identified as White – English, Welsh, Scottish, Northern Irish, British. Only 2.4% of respondents were of a non-white ethnicity.

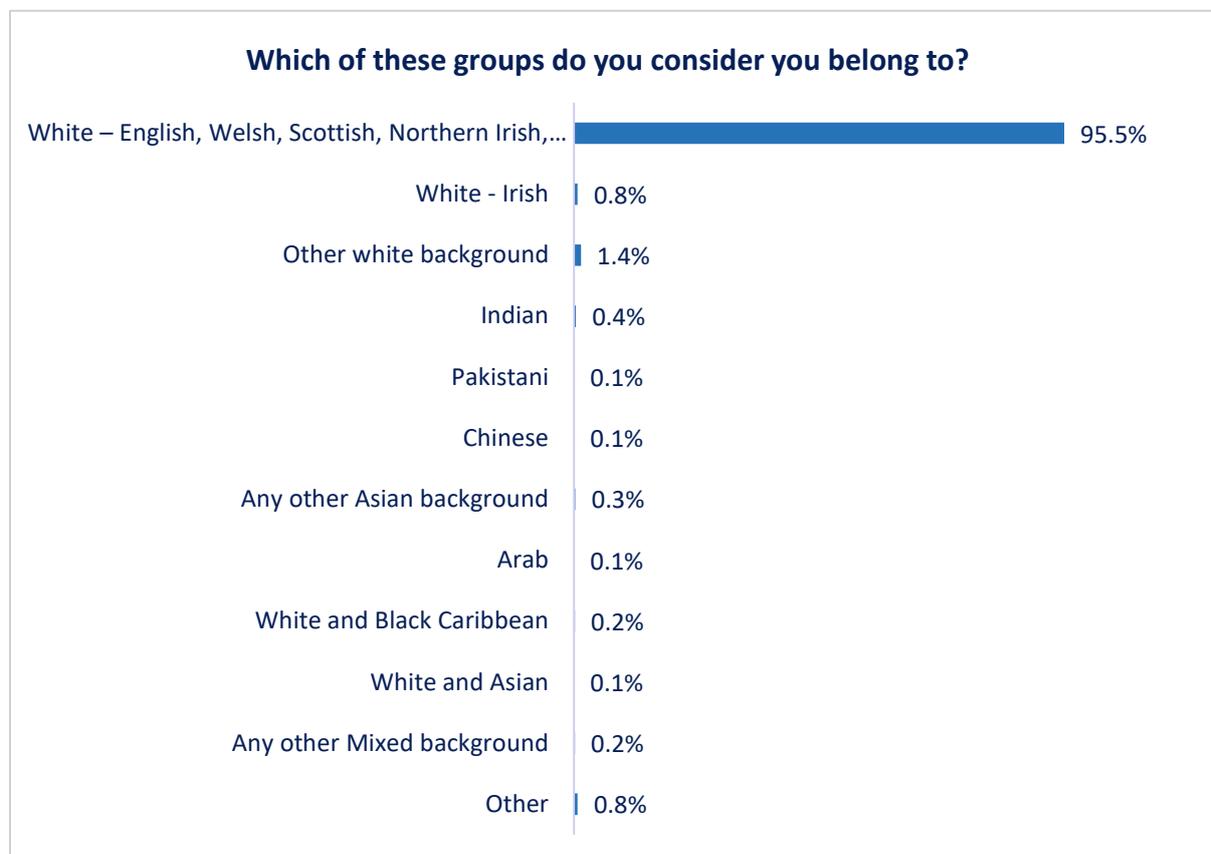


Figure 9: Chart displaying ethnicity of respondents

The most represented ward was Hoylake and Meols (9.9%) followed by Wallasey (8.8%) and New Brighton (7.4%). Birkenhead and Tranmere (1.8%) and Bidston and St James (1.8%) were the least well represented.

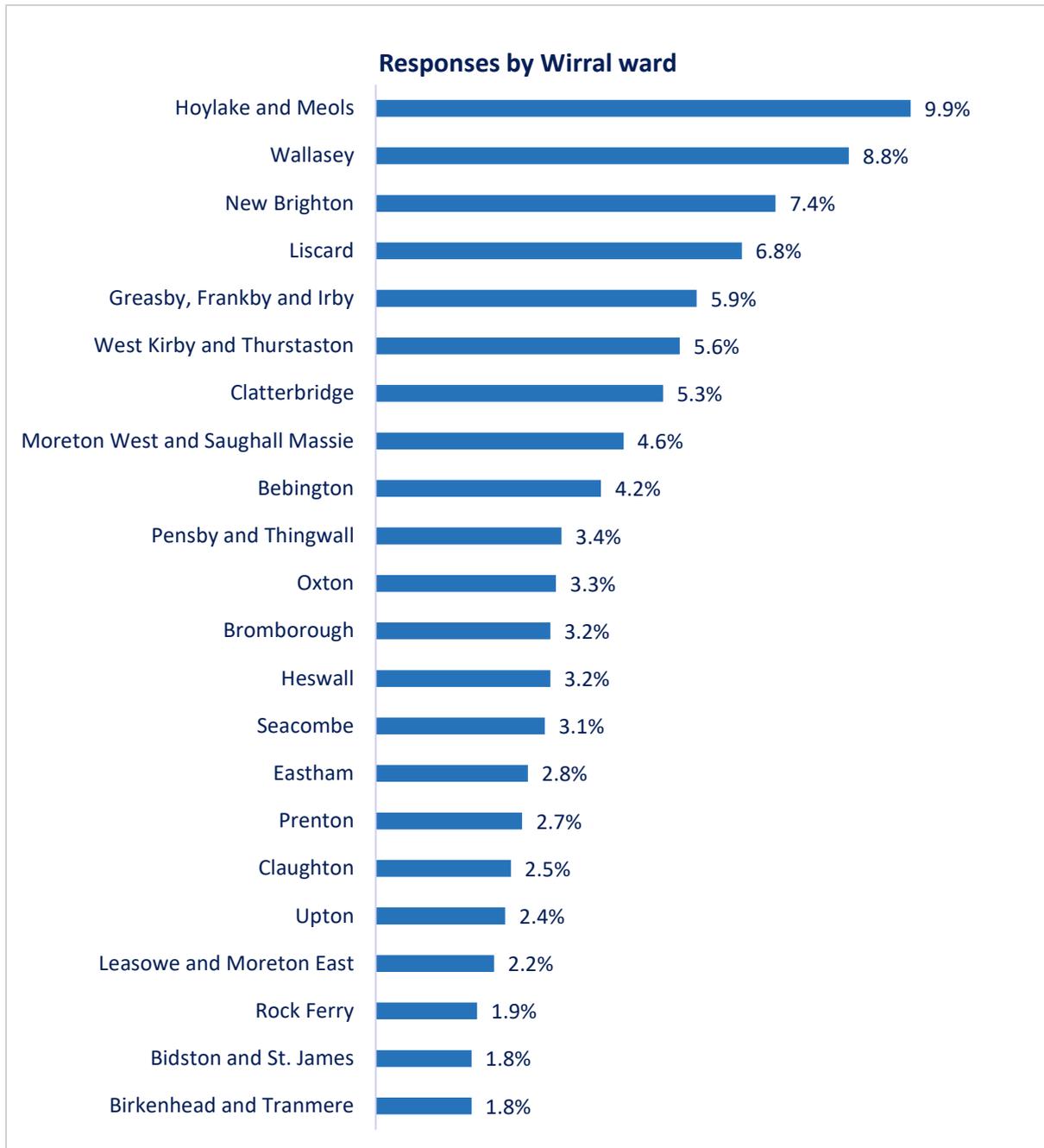


Figure 10: Chart displaying Wirral Ward representation

4.2 Have Your Say - Site Traffic

Reviewing the site activity, visits, and how people visit the site can be useful to evaluate if people are aware of the site, as well as to ensure engagement activities are deployed effectively, and to a wide range of different people – enhancing public engagement in the future. 2038 unique visitors viewed the Parks and Countryside consultation of the Have Your Say site. Of these, 554 visited multiple project pages and 49 viewed a photo. 668 people in total completed the questionnaire.

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

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

For this project a range of traffic sources have been reviewed and summarised in the table below. Most visits to the site were either direct visits where people typed the internet address into their web browser (1527), or links clicked from social media sites (487). It should be noted that Direct visits generated a higher rate of engagement of 29.0%, meaning 29.0% of these visits resulted in completion of the survey, whereas Social Media visits had an engagement rate of 17.7%.

Traffic Source	Aware Visits	Informed Visits (%)	Engaged Visits (%)
DIRECT	1527	868 (56.8%)	443 (29%)
SOCIAL	487	240 (49.3%)	86 (17.7%)
EMAIL	127	83 (65.4%)	40 (31.5%)
SEARCH ENGINE	131	83 (63.4%)	49 (37.4%)
.GOV SITES	18	15 (83.3%)	7 (38.9%)
REFERRALS	123	94 (76.4%)	43 (35%)

Table 4: Site traffic sources

Appendix 1: Direct Representations

WIRRAL & DISTRICT CROWN GREEN BOWLING ASSOCIATION

Wirral Borough Council
Leisure Services
Department
10th January 2023

Dear

We write to you in regard to the current 2023/2024 Wirral Council Budget Consultation Survey, Leisure Services. We write collectively as secretaries of the various committees who manage, govern, and oversee the various and many crown green bowling activities across Wirral.

The majority of our members have completed the survey individually, however, such is the concern and strength of feeling about the possible outcome from that survey we believe it important to write to collectively and outline some of the issues the survey does not give opportunity to raise.

From the outset we acknowledge the funding crisis Wirral Council finds itself in and appreciate that cuts are reductions in service are necessary if not inevitable. We also understand how given the bigger financial picture; bowling greens may be seen by the Council as easy targets.

The benefits of bowling are too numerous to list here but we have identified the more important, if not salient benefits for you to consider as to why council greens should largely remain open and maintained and which may not present in your survey.

There are approximately 2000 bowlers currently actively and regularly taking part in crown green bowling across Wirral. That number does not include the large number of male and female bowlers who are no longer able to play but attend greens in a supportive/social role.

Financial and Greens

Crown Green Bowls is a relatively cheap sport compared to many other sports and as such appeals to those of all ages and who may have less disposable income than others. Bowls on Wirral is played at both private and council venues. However, council green clubs are particularly affordable no matter how often played.

Council bowling greens across the Wirral can be found in both deprived and more affluent areas and are usually very accessible. Private greens tend to be tucked away whereas council greens are open to view and as such can encourage people to have a go!

Without the option of council bowling greens many of the bowling community will be unable to continue playing. Removing bowling greens may well see fewer people visiting parks and open spaces.

As the financial pressures continue to affect all households and families bowling greens can offer an affordable and healthy release for all ages.

Wellbeing

To ensure personal wellbeing is a phrase to be applied to everyone and not just for those who suffer mental health issues, have problems or are alone. The issue in this day and age is where and how to achieve that wellbeing safely, positively and within budget.

Bowls clubs provide opportunity to do just that. There is a feel-good factor in being a part of something, being with others who are likeminded and feeling included.

Many bowlers “get through” the Winter, with little to do and few places to go. What gets many through is the thought of the bowls season and all it has to offer.

Many of the bowling community are above state pension age. Many are adjusting to life alone, some for the first time after losing lifelong partners.

A bowls club offers so much more than physical exercise, regardless of physical restrictions, and mental stimulation, they are a community group, a support group, a distraction.

Removing council bowling greens will see a decline in the wellbeing of some of the bowling community and who may well then have to access other services such as NHS, counselling, and support groups. Surely a more costly drain on resources than funding council greens?

Health and the Pandemic

Bowls provides both physical and mental exercise. The game provides exercise and activity as often as you want to play. The game keeps limbs moving and is a healthy way of keeping fit and is very much more affordable than going to the gym!

Clearly bowls, like many other sports suffered during the pandemic but once the signals were given which allowed mixing again, many bowlers were more comfortable mixing outdoors rather than inside. That is still true some months on. There are still concerns that covid has not gone away and given the average age of bowlers on Wirral they do not want to put

themselves at any more risk than they are. Being outdoors is much the preferred option and is where bowlers feel more at ease, safe and comfortable.

We would urge Wirral Council to consider the overall effect of removing the maintenance for council bowling greens against the long-term health and well-being effects for local residents.

We would also ask that you forward a copy of this email to others in the Leisure Services Department and any other departments concerned.

Regards

Secretary

Wirral & District CGBA



WIRRAL LADIES BOWLING ASSOCIATION

13 January 2023

Dear Sir or Madam

I am writing to you with regard to the current 2023/2024 Wirral Council Budget Consultation Survey, Leisure Services. I am Secretary of the Wirral Ladies Bowling Association (formerly West Wirral Ladies Bowling Association) and am also Secretary of Merseyside County Crown Green Bowling Association which includes the Wirral. I have listened to the views of many Clubs, Leagues and Associations on the Wirral and hope that this letter will convey their many concerns.

I understand that many bowlers have completed the survey individually, but such is the concern and strength of feeling about possible outcomes from that survey I believe it is important to outline some of the issues the survey does not give the opportunity to raise.

There are over 500 lady bowlers currently actively and regularly taking part in crown green bowling across Wirral. The game keeps limbs moving and is a healthy way of keeping fit. That number does not include the large number of ladies who are no longer able to play but attend greens in a supportive/social role. Of the 500 plus lady bowlers, over half are well above state pension age. Many of them are adjusting to life alone, some for the first time after losing lifelong partners.

Membership of a bowling club is beneficial for both mental and physical wellbeing, with many clubs taking part in activities throughout the winter months and, also undertaking maintenance of the surrounding areas during the summer. This is an area which was highlighted in the Council Parks and Open Space Strategy 2014-2024. There is compelling evidence from the last survey how highly local people and visitors value Wirral Parks and Open Spaces, and they are one of the main reasons why visitors stay in the borough. It also highlights the physical benefits as there are public health issues and health hotspots throughout the borough and with the help of a public health team, voluntary groups and other organisations we can help combat the rising numbers of coronary heart disease, diabetes, obesity and mental health as well as encouraging regular exercise for all ages. If we take away these facilities it would surely lead to the need for long term care thus costing considerably more.

Crown Green Bowls is a relatively cheap sport compared to many other sports and as such appeals to those of all ages and who may have less disposable income than others. Bowls on Wirral is played at both private and council venues. However, council green clubs are particularly affordable. Council bowling greens across the Wirral can be found in both deprived and more affluent areas and are usually very accessible. Cost and accessibility both figure highly when someone is considering which club to play for. Without the option of council bowling greens many of the bowling community will be unable to continue playing.

As the financial pressures continue to affect all households and families, bowling greens can offer an affordable and healthy release for all ages.

A bowls club offers so much more than physical exercise, regardless of physical restrictions, and mental stimulation, they are a community group, a support group, a distraction. Removing council bowling greens will see a decline in the wellbeing of some of the bowling community and they may well then have to access other services such as NHS, counselling and support groups. Surely a more costly drain on resources than funding council greens?

Clearly, bowls, like many other sports, suffered during the pandemic but once the signals were given which allowed mixing again, many bowlers were more comfortable mixing outdoors rather than inside. That is still true some months on. There are still concerns that covid has not gone away and given the average age of lady bowlers on Wirral they do not want to put themselves at any more risk than they are. Being outdoors is much the preferred option and is where bowlers feel more at ease, safe and comfortable.

Although this letter is mainly speaking for the ladies represented by the Wirral Ladies Bowling Association, in my County role I know that there are hundreds of men on Wirral who play the game and use council greens and their issues will not be too far removed from those of the ladies.

The bowlers do not underestimate the impact on health, wellbeing and finances that cutting council greens will have and would ask that Wirral Council do not either.

On behalf of all the bowlers I would urge Wirral Council to consider the overall effect of removing council bowling greens against the long-term health and wellbeing effects for local residents.

Regards

Secretary/Treasurer

Wirral Ladies Bowling Association

JOINT REPRESENTATION FROM BEBINGTON PARK BOWLING CLUB, CAMMELL LAIRD BOWLING CLUB AND BEBINGTON LADIES BOWLING CLUB

As tenants and therefore stakeholders in the bowling green in Higher Bebington Park, I would like to submit a joint objection to any proposal that would see the end of council maintenance of the green. The objection is lodged jointly by Bebington Park Bowling Club, Cammell Laird Bowling Club and Bebington Ladies Bowling Club, all of whom are based at the green.

Bebington Park bowling green has been a feature of Higher Bebington Park for over 70 years. I can say this without reference to documents as I played on it as a child, 70 years ago. The green, I'm sure, is much older than that - and any user alive - yet it remains one of the finest council-run greens in Wirral. It must be preserved and continue to serve the community as it has done throughout its own lifetime.

One of the current tenants of the green, Bebington Park Bowling Club, has used it as their home green for the last 45 years and have been joined by fellow tenants, Cammell Laird Bowling Club and Bebington Ladies Bowling Club, in more recent years Cammell Laird being the most recent club to join us after losing their own 'historical' green to developers.

Between them, the three clubs sharing the green had a total of 95 members who use the green regularly for the six months from April to September each year. Each club has an active program of fixtures each season that they must complete to maintain their attraction to both their current members and to attract new members.

Bebington Park Bowling Club have teams in The Ellesmere Port League, The Bebington League, The Birkenhead Evening League and the Birkenhead Afternoon League.

Cammell Laird Bowling Club have teams in The Bebington League, The Birkenhead Evening League and the Birkenhead Afternoon League.

Bebington Ladies Bowling Club do not play in registered leagues but invite a number of other local ladies teams to the green throughout the season for 'friendly' fixtures.

Although the total membership of the three clubs is not especially large, what is impressive is the usage that the clubs make of the green each week. Bebington Park and Cammell Laird share the evening bookings from Monday to Friday and the Wednesday afternoon booking in order to fulfil the fixtures of the three Leagues they both belong to. Bebington Park also book Monday afternoon for their Ellesmere Port fixtures and the Bebington Ladies book both Tuesday and Thursday afternoons for their activities and friendlies. This means that during the 'working week' only Friday afternoon sees the green unused by the three existing tenants. This full and multiple usage of the green means that it is an important venue for all of our local leagues who are able to make use of the excellent green for playing cup matches, the green is a popular venue for many of our local teams.

The footfall on the green is impressive considering the modest number of our combined membership. The total number of players (home + visitors) using the green throughout the 2022 season for each club are estimated as follows.....

Bebington Park 43 league games (18 -24 players per game) = 844 40 'in-house' competitions (ave 10 players) = 400

Cammell Laird 36 league games (20-24 players per game) = 764

4 'in-house' competitions (ave 16 players) = 64

Cup games 9 games (20-24) = 188

Bebiington Ladies 50 sessions (10 players each) = 500

5 friendlies (16 players) = 80

Total footfall 2840 per season

This represents an average of over 120 users per week. (This does not include casual users practicing individually). This may put it ahead in footfall terms of any football pitch or outdoor tennis court in the borough.

The Wirral Bowling scene is enjoyed by people of all ages but is incredibly important to those in the 55+ age bracket. It is one of the very last outdoor sports that the elderly can still enjoy and be competitive in later years. Some of our players play beyond the age of 90. To rob them of a major social and health promoting activity such as bowls would be seen as callous if not considered with great care.

Teams that play on council greens account for about 30% of all the teams competing in the numerous leagues of mixed or single-sex leagues throughout Wirral. Great efforts are being made at national level to support clubs who may be struggling with membership numbers following the Covid-affected years that have interrupted our sport. It would be a real set-back to the regeneration initiatives of Bowls England if clubs were forced to close not through lack of membership but because of the disappearance of their greens. Any closures will be harmful not only to those who use the greens regularly but would undermine the infrastructure of the sport locally.

BIRKENHEAD AND WIRRAL LADIES BOWLING LEAGUE

As Secretary of the above league (Birkenhead and Wirral Ladies Bowling League) I am extremely concerned over the proposed reduction in budget to the maintenance of council bowling greens. We are a league with approximately 500 members many of whom are retired and over the age of 60 with a large proportion who live on their own – some with little contact with the outside world. Membership of a bowling club is beneficial for both the mental and physical wellbeing, with many clubs taking part in activities throughout the winter months and also undertaking maintenance of the surrounding areas during the summer. This is an area which was highlighted in the Council Parks and Open Space Strategy 2014-2024." There is compelling evidence from the last survey how highly local people and visitors value Wirral parks and open spaces, and they are one of the main reasons why visitors stay in the borough. "It also highlights the physical benefits as there are public health issues and health hotspots throughout the borough and with the help of a public health team, voluntary groups and other organisations we can help combat the rising numbers of coronary heart disease, diabetes, obesity and mental health as well as encouraging regular exercise for all ages. I believe that if we take away these facilities it will lead to the need for long term care thus costing considerably more.

We as an area have been fortunate to host County matches, local bowling competitions and charity competitions and this has given us the opportunity to showcase the facilities we have in Wirral please don't let us lose them. We have already lost some bowling greens and swimming pools. I sincerely hope you will take these points into consideration when you allocated your resources.



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ENVIRONMENT CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

MONDAY, 30 JANUARY 2023

REPORT TITLE:	ENVIRONMENT CLIMATE EMERGENCY AND TRANSPORT COMMITTEE
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

The Environment Climate Emergency and Transport Committee is recommended to note and comment on the proposed Environment Climate Emergency and Transport Committee work programme for the remainder of the 2022/23 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 3.1 The work programme should align with the priorities of the Council and its partners. The programme will be informed by:

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

Terms of Reference

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

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

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

- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.
- (l) in respect of Section 9JB of the Local Government Act 2000, the functions to review and scrutinise the exercise by risk management authorities of flood risk management and of coastal erosion management functions which may affect the local authority's area.

4.0 FINANCIAL IMPLICATIONS

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

5.0 LEGAL IMPLICATIONS

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

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

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

7.0 RELEVANT RISKS

7.1 The Committee's ability to undertake its responsibility to provide strategic direction to the operation of the Council, make decisions on policies, co-ordinate spend, and maintain a strategic overview of outcomes, performance, risk management and budgets may be compromised if it does not have the opportunity to plan and regularly review its work across the municipal year.

8.0 ENGAGEMENT/CONSULTATION

8.1 Not applicable.

9.0 EQUALITY IMPLICATIONS

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

This report is for information to Members and there are no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report is for information to Members and there are no direct environment and climate implications.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 This report is for information to Members and there are no direct community wealth implications.

REPORT AUTHOR: Anna Perrett
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email: annaperret@wirral.gov.uk

APPENDICES

Appendix 1: Environment Climate Emergency and Transport Committee Work Plan

BACKGROUND PAPERS

Wirral Council Constitution
Forward Plan
The Council's transformation programme

SUBJECT HISTORY (last 3 years)

Council Meeting	Date



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

WORK PROGRAMME 2022/23

Contact Officer/s: Polly Price

March 2023 Agenda

Item	Lead Officer	Key?
West Kirby Flood Alleviation Scheme Contract Variation	Simon Fox	Yes
City Region Sustainable Transport Settlement, Combined Authority transport plan programme 2023-2027	Simon Fox	Yes
City Region Sustainable Transport Settlement, Highways Structural Maintenance Programme 2023-2027	Simon Fox	Yes
Waste Strategy Framework	Mike Cockburn	Yes
Active Travel	Julie Barnes	Yes
Budget Monitoring	Sarah Cox	No
Work Programme	Polly Price	No

KEY DECISIONS – On forward plan to be scheduled February – May 2023

Item	Lead Departmental Officer
Parking Strategy	Julie Barnes
West Kirby Marine Lake	Colin Clayton
Active Travel	Julie Barnes
Merseytravel Consultancy Services Multi Party Framework Agreement 2019-23 Lot 7 Traffic and Transportation Services	Simon Fox

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Approximate timescale	Lead Departmental Officer
Road Safety Update	TBC	Simon Fox
Car Parking Options	TBC	Simon Fox
Flood Risk Update	TBC	Neil Thomas

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Budget Monitoring	Every Cycle	Sarah Cox
Performance dashboard	Commencing July 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	Working group	December 2021	Julie Barnes	Ongoing
Task and Finish work				
Allotment provision Task & Finish	Workshop and Report	October 2020	Alex Davidson	Complete
Referral From Council				
Motion - Protecting Residents from Flood Risks	TBC			
Motion – Equal Pavement Pledge	TBC			
Training				
Biodiversity training for committee/all members		TBC		

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
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Environment, Climate Emergency and Transport Committee – Terms of Reference

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