

# Motion 4 – Labour group amendment

## BOOSTING FUNDS FOR GREEN TRANSPORT

**Proposed by** Councillor Steve Foulkes

**Seconded by** Councillor Liz Grey

Add to start:

“Council believes this motion makes a useful contribution to the Climate Emergency debate, recognising that our long term survival depends on bold actions being planned now.”

Delete all after “Council is aware that:” and replace with:

“While Merseytravel provides the best Concessionary Travel Scheme outside London and is bucking the national trend by increasing bus patronage by some 14%, Council is aware that in the current economic climate, Liverpool City Region bus and train services have not had access to adequate funding from Central Government.

Council agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes the success of a workplace parking levy in Nottingham, but Council is aware that the bus system in Nottingham is owned by the Council and was never privatised in the same way as the LCR bus system. Under current legislation, we could not legally operate a bus service and the Mersey Rail franchise does not end until 2028.

Council accepts that there are pros and cons to a workplace parking levy, but that it warrants an officer report to understand whether it may be feasible or the right answer for the Wirral. It cannot simply be a tax on Wirral business and should not be passed on to employees or consumers. Transport issues are better tackled at a City Region Level and the risk of Wirral unilaterally taxing its business sector could leave us at a regional disadvantage.

Council also feels that this issue shouldn't be looked at in isolation and that all additional revenue stream options available to a local authority should be looked at as part of the officer report. This would potentially open up options such as secondary business rate, community infrastructure levy, tax increment financing, and other models.”

# Motion 4 – substantive motion with Labour amendment

## BOOSTING FUNDS FOR GREEN TRANSPORT

Council believes this motion makes a useful contribution to the Climate Emergency debate, recognising that our long term survival depends on bold actions being planned now.

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

While Merseytravel provides the best Concessionary Travel Scheme outside London and is bucking the national trend by increasing bus patronage by some 14%, Council is aware that in the current economic climate, Liverpool City Region bus and train services have not had access to adequate funding from Central Government.

Council agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes the success of a workplace parking levy in Nottingham, but Council is aware that the bus system in Nottingham is owned by the Council and was never privatised in the same way as the LCR bus system. **Under current legislation, we could not legally operate a bus service and the Mersey Rail franchise does not end until 2028.**

Council accepts that there are pros and cons to a workplace parking levy, but that it warrants an officer report to understand whether it may be feasible or the right answer for the Wirral. It cannot simply be a tax on Wirral business and should not be passed on to employees or consumers. **Transport issues are better tackled at a City Region Level and the risk of Wirral unilaterally taxing its business sector could leave us at a regional disadvantage.**

Council also feels that this issue shouldn't be looked at in isolation and that all additional revenue stream options available to a local authority should be looked at as part of the officer report. This would potentially open up options such as secondary business rate, community infrastructure levy, tax increment financing, and other models.

## Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

<https://www.centreforcities.org/reader/funding-financing-inclusive-growth-cities/reviewing-funding-finance-options-available-city-combined-authorities/1-nottingham-workplace-parking-levy/>

## **Motion 4 – Conservative group amendment**

### **4. Boosting Funds for Green Transport**

**Proposed by** Councillor Mike Collins

**Seconded by** Councillor Cherry Povall

Delete paragraphs 4 and 5 and replace with:

“Council notes that while new workplace parking levies may appear to be an easy win, in practise they penalise some of the lowest paid workers with additional parking charges, including those who work during hours when public transport is not available or in locations where personal safety could be compromised.

“Council, instead, urges the Liverpool City Region Combined Authority to give increased priority to implementing the powers made available to it to improve public transport, as already underway by the Greater Manchester Combined Authority.”

# Motion 4 – substantive motion incorporating Conservative group amendment

## (1) BOOSTING FUNDS FOR GREEN TRANSPORT

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

- Wirral has again been excluded from the City Region's plans for new train stations and there is no funding in place to boost the number of train stations in Wirral
- The bus network in Wirral continues to be eroded by the withdrawal of some services and reductions in others, leaving more and more residents isolated and increasing car dependency
- That the City Region's Cycling Infrastructure Plan to 2029 falls well short of providing a comprehensive network of safe cycling routes in Wirral and, to date, funding has only been secured for a single scheme in Wirral (Leasowe to Seacombe)
- That there is no plan in place for comprehensive public transport within the Wirral Waters area and the council has still to declare any alternative to the proposed streetcar scheme

Council therefore agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes that while new workplace parking levies may appear to be an easy win, in practise they penalise some of the lowest paid workers with additional parking charges, including those who work during hours when public transport is not available or in locations where personal safety could be compromised.

Council, instead, urges the Liverpool City Region Combined Authority to give increased priority to implementing the powers made available to it to improve public transport, as already underway by the Greater Manchester Combined Authority.

Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

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## Motion 4 – Liberal Democrat group amendment

**Proposed by** Councillor Phil Gilchrist

**Seconded by** Councillor Andy Corkhill

### (4) BOOSTING FUNDS FOR GREEN TRANSPORT

*Para 5 beginning "Council therefore requests cabinet....."*

*Delete...*

"a Workplace Parking Levy for Wirral using the Nottingham scheme as a model."

*Insert...*

"whether the development of the Workplace Parking Levy in Nottingham, a city with a congested road network and the benefit of a directly controlled bus service and advanced transport network and two established Air Quality Management Areas, has any lessons that can be transferred to the very different circumstances in Wirral."

*Same para, third bullet point...*

*Delete...*

"in the 2020/2021 financial year based on a zero charge per parking place with charging to commence from April 2021."

*Insert...*

"with particular reference to the lengthy process of consultation undertaken in Nottingham, the exemptions that had to be made for members of the NHS and other services, the impact on schools and an understanding of the impact on residential areas where parking might have been displaced from businesses into residential areas and the need for effective consultation with small businesses."

# **Motion 4 – substantive motion with Liberal Democrat group amendment**

## **BOOSTING FUNDS FOR GREEN TRANSPORT**

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

- Wirral has again been excluded from the City Region's plans for new train stations and there is no funding in place to boost the number of train stations in Wirral
- The bus network in Wirral continues to be eroded by the withdrawal of some services and reductions in others, leaving more and more residents isolated and increasing car dependency
- That the City Region's Cycling Infrastructure Plan to 2029 falls well short of providing a comprehensive network of safe cycling routes in Wirral and, to date, funding has only been secured for a single scheme in Wirral (Leasowe to Seacombe)
- That there is no plan in place for comprehensive public transport within the Wirral Waters area and the council has still to declare any alternative to the proposed streetcar scheme

Council therefore agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council also notes the Workplace Parking Levy introduced by Nottingham City Council in 2012. This applies a charge for all employers with 11 or more parking spaces with funds ring fenced for transport improvements. To date, this has helped deliver:

- The highest bus and tram use per head in the country outside London.
- Reduced congestion, improvements to local air quality and lower carbon emissions
- Additional funding streams as every £1 generated by the levy has helped deliver an additional £2 in funding from external sources. This has helped

finance a doubling in the local tram network, refurbished train and bus stations and the fully electric Link bus network

Council therefore requests cabinet to ask relevant officers to prepare a report on whether the development of the Workplace Parking Levy in Nottingham, a city with a congested road network and the benefit of a directly controlled bus service and advanced transport network and two established Air Quality Management Areas, has any lessons that can be transferred to the very different circumstances in Wirral.

This to include but not limited to:

- The potential direct revenue generation to 2030 for Wirral Borough Council
- An estimate of additional funding from external sources leveraging the funds secured from a local levy

The practical steps required in order to introduce a scheme with particular reference to the lengthy process of consultation undertaken in Nottingham, the exemptions that had to be made for members of the NHS and other services, the impact on schools and an understanding of the impact on residential areas where parking might have been displaced from businesses into residential areas and the need for effective consultation with small businesses.

Sources

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