

MEETING: CABINET MEMBER - TECHNICAL SERVICES  
DATE: Wednesday 18 November 2009  
TIME: 10.00 am  
VENUE: Town Hall, Bootle (video conferenced Town Hall, Southport)

Councillor

DECISION MAKER: Councillor Fairclough  
SUBSTITUTE: Councillor Maher

SPOKESPERSONS: Councillor T Jones Councillor Tonkiss

SUBSTITUTES: Councillor Ibbs Councillor Sumner

COMMITTEE OFFICER: Ian Williams  
Telephone: 0151 934 2788  
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The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an \* on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

**If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.**

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# AGENDA

Items marked with an \* involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	<b>Apologies for Absence</b>		
2.	<b>Declarations of Interest</b> Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.		
3.	<b>Minutes of Previous Meeting</b> Minutes of the Meeting held on 4 November 2009		(Pages 5 - 6)
4.	<b>A Request for Variation to Crosby Car Parking Promotions - Christmas 2009</b> Report of the Planning and Economic Regeneration Director	Blundellsands; Manor; Victoria;	(Pages 7 - 18)
5.	<b>Southport Park &amp; Ride Temporary Closure of Kew Park and Ride November 2009</b> Report of the Planning and Economic Regeneration Director	Norwood	(Pages 19 - 26)
6.	<b>The Development of Low Carbon Economy in Response to Climate Change</b> Joint report of the Strategic Director of Regeneration and Environmental Services and the Planning and Economic Regeneration Director	All Wards	(Pages 27 - 38)

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THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY 11 NOVEMBER 2009

## CABINET MEMBER - TECHNICAL SERVICES

### MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 4 NOVEMBER 2009

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors T Jones, Papworth and Tonkiss

#### 77. APOLOGIES FOR ABSENCE

No apologies for absence were received.

#### 78. DECLARATIONS OF INTEREST

No declarations of interest were received.

#### 79. MINUTES OF THE MEETING HELD ON 21 OCTOBER 2009

RESOLVED:

That the Minutes of the meeting held on 21 October 2009 be confirmed as a correct record.

#### 80. HIGHWAYS ACT 1980, SECTION 37 AND 38 ADOPTIONS

The Cabinet Member considered the report of the Planning and Economic Regeneration Director indicating that under the provisions of the Council's Constitution, a number of certificates of adoption for highways constructed in accordance with agreements under section 37 and 38 of the Highways Act 1980 had been issued in the last 4 years; and that the Cabinet Member be requested to seek additional revenue budget funding for the future maintenance of these highways. The report also indicated that a decision on the matter was required in order to legally adopt and maintain these highways and that the Cabinet Member had the delegated powers to adopt roads/verges/land as highway maintainable at public expense and in accordance with the provisions of Section 37 and 38 of the Highways Act 1980.

RESOLVED:

That the following roads be confirmed as being adopted as highway maintainable at public expense on the dates indicated :-

Avalon Terrace and Camelot Terrace, Bootle	07/07/05
Bartons Close, Southport	29/07/05
Broome Close, Southport	29/07/05
Chilton Close, Maghull	13/10/05
Primary Avenue, Netherton	17/06/06
Meribel Close, Crosby	21/06/06
Summer Road, Autumn Way, Bootle	02/08/06

# Agenda Item 3

CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 4 NOVEMBER 2009

Barberry Crescent and Charlock Close, Netherton	03/10/06
Lingfield Close, Hexham Close, Southport	13/10/06
The Mallards, Netherton	23/11/06
Georgia Close, Bootle	30/11/06
Cheriton Park, Southport	07/03/07
Archers Fold, Melling	25/06/07
Quartz Way, Zircon Close, Ruby Close, Amethyst Close. Litherland	02/10/07
The Brookdale, Ainsdale	07/03/08
Mellors Close, Southport	07/03/08
Balfour Road, Princess Garden, Southport	07/03/08
Dowhill Drive, Blundellsands	07/04/08
Poppy Road, Tarragon Close, Thornton	31/10/08
Waterfield Way, Trent Way, Caldon Close, Caledonian Close, Litherland	25/03/09
Meres Way, Southport	25/03/09

## 81. HIGHWAYS ACT 1980, SECTION 228 ADOPTIONS

The Cabinet Member considered the report of the Planning and Economic Regeneration Director seeking authority, in conjunction with the Legal Director, to adopt two areas of highway pursuant to Section 228 of the Highways Act 1980, as detailed in the report and as shown on the plans numbered DC0452 and DC0481 to the undermentioned organisations, and indicating that a decision on the matter was required to allow the Local Authority to legally maintain and adopt two areas of highway, at public expense, but which do not form part of the adopted highway network at the present time.

<b>Location</b>	<b>Organisation</b>	<b>Plan No</b>
Parkhaven Trust, Adjacent to 191 Liverpool Road South, Maghull	Parkhaven Trust, Liverpool Road South, Maghull, Liverpool, L31 8BR	DC0452
o/s Length of Pelham Drive, Off Bridle Road, Netherton	McLagan Investments Ltd, Asda House, Great Wilson Street, Leeds. LS11 5AD	DC0481

RESOLVED: That

That the Legal Director be authorised, in conjunction with the Planning and Economic Regeneration Director, to adopt the two areas of highway pursuant to Section 228 of the Highways Act, 1980 as detailed within the report and shown upon the plans numbered DC0452 and DC0481 to the above mentioned organisations subject to the organisations bearing all costs associated with the proposal.

# Agenda Item 4

**REPORT TO:** Cabinet Member Technical Services

**DATE:** 18<sup>th</sup> November 2009

**SUBJECT:** A Request for Variation to Crosby Car Parking Promotions - Christmas 2009

**WARDS AFFECTED:** Victoria  
Blundellsands  
Manor

**REPORT OF:** Andy Wallis Planning & Economic Regeneration Director

**CONTACT OFFICER:** Mo Kundi x 3447  
Stuart Waldron x 4006

**EXEMPT/CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform Cabinet Member Technical Services of the request from Cabinet Member Regeneration to reconsider the proposed parking promotion scheme in Crosby.

**REASON WHY DECISION REQUIRED:**

The Parking Service is managed within the Cabinet Member Technical Services portfolio.

**RECOMMENDATION(S):**

Cabinet Member Technical Services is recommended to:

Consider the request for free on Saturdays only in Crosby as part of the parking promotion activity to support retail centres during December 2009.

**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** After the call in period

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## **ALTERNATIVE OPTIONS:**

The alternative option is to continue with the original proposal to provide free parking after 3 00pm on Thursdays and Fridays in December 2009. However the view of the Cabinet Member (Regen) and Crosby BVP is that this proposal would not lead to any significant increase in footfall in the village.

## **IMPLICATIONS:**

### **Budget/Policy Framework:**

Cabinet on the 1<sup>st</sup> October 2009 considered a report on the financial implications of the parking service supporting Christmas promotions. It indicated that the reduction in income as a result of the alteration to parking services would not exceed £10,000.

The recommendation now contained, is for the Cabinet Member to consider changing the proposal for Crosby only, to free parking on Saturdays in December.

To contain this change within the Cabinet limit of £10,000, it is considered that free parking could only be allowed for one Saturday in December, and that for each subsequent Saturday, a further loss of income would result of around £2,500. Such additional loss would require additional Cabinet approval, unless other resources could be found to supplement the loss.

**Financial:** Cabinet agreed a maximum loss of car park income during the December Christmas promotions of £10,000. Any amount above this would require further Cabinet approval, unless other resources could be found to mitigate the additional loss.

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	10,000			



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Funded by:				
Sefton funded Resources	10,000			
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

**Risk Assessment:** N/A

**Asset Management:** N/A

## CONSULTATION UNDERTAKEN/VIEWS

FD214 – The Finance and IS Director has been consulted and his comments have been incorporated in this report.

Legal

## CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Creating Safe Communities		√	
3	Jobs and Prosperity	√		
4	Improving Health and Well-Being		√	
5	Environmental Sustainability		√	
6	Creating Inclusive Communities		√	
7	Improving the Quality of Council Services and Strengthening local Democracy	√		
8	Children and Young People		√	

## LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Report to Cabinet Member (Technical Services) 7<sup>th</sup> October 2009, and Cabinet

# Agenda Item 4

Member (Regeneration) 30<sup>th</sup> October 2009, entitle 'Car Parking Promotions - Christmas 2009'

## **1.0 Background**

- 1.1 Cabinet Member for Regeneration at his meeting on 30<sup>th</sup> October 2009 considered a report entitled 'Car Parking Promotions - Christmas 2009'. The report, which is attached as Annex A, set out the details for parking proposals to support retail centres as part of the Christmas promotion campaign during December 2009.
- 1.2 One of the proposals for Southport and Crosby included the provision to provide free parking after 3.00pm on Thursdays and Fridays during the month of December 2009. Whilst Members accepted this as a practical solution that should lead to greater footfall in Southport because of the late night openings during those two days, however it was felt that it would not have the same beneficial impact in Crosby as shops do not operate late night openings.
- 1.3 Cabinet Member for Regeneration therefore requested that the Cabinet Member for Technical Services reconsider this proposal, and instead, provide free parking on Saturdays only in Crosby. This particular scheme was introduced earlier this year for a period of 12 weeks and was judged to be very successful by both the shoppers and local businesses.

## **2.0 Financial Implication**

- 2.1 Cabinet on the 1<sup>st</sup> October 2009 considered a report on the financial implications of the parking service supporting Christmas promotions. It indicated that the reduction in income as a result of the alteration to parking services would not exceed £10,000.
- 2.2 The recommendation contained, is for the Cabinet Member to consider changing the proposal for Crosby only, to free parking on Saturdays in December. To contain this change within the Cabinet limit of £10,000, it is considered that free parking could only be allowed for one Saturday in December, and that for each subsequent Saturday agreed, a further loss of income would result of around £2,500. Such additional loss would require further Cabinet approval, unless other resources could be found to supplement the loss.

## **3.0 Recommendations**

Cabinet Member Technical Services is recommended to:

Consider the request for free parking on Saturdays only in Crosby, as part of the parking promotion activity to support retail centres during December 2009.

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## ANNEX A

**REPORT TO:** Cabinet Member Technical Services  
Cabinet Member Regeneration

**DATE:** 7th October 2009  
30<sup>th</sup> September 2009

**SUBJECT:** Car Parking Promotions - Christmas 2009

**WARDS  
AFFECTED:** All

**REPORT OF:** Andy Wallis Planning & Economic Regeneration Director

**CONTACT  
OFFICER:** Stuart Waldron Assistant Director Transportation &  
Development  
0151 934 4006

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To seek Cabinet Member Technical Services approval to the details for Parking Promotions to support Retail Christmas Promotions during December 2009.

**REASON WHY DECISION REQUIRED:**

The Parking Service is managed within the Cabinet Member Technical Services portfolio.

**RECOMMENDATION(S):**

Cabinet Member Technical Services is recommended to:

Approve the detailed proposals for adjustments to the Parking Service operations to support Retail Christmas promotions throughout the Borough as set out in the report.

Cabinet Member Regeneration is recommended to:

Note the report

**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** After call in to Cabinet Member Technical services on the 7<sup>th</sup> October 2009.

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## ALTERNATIVE OPTIONS:

None the decision is delegated to the Cabinet Member Technical Services

## IMPLICATIONS:

**Budget/Policy Framework:** Cabinet on the 1<sup>st</sup> October 2009 considered a report on the financial implications of the parking service supporting Christmas promotions. It indicated that the reduction in income as a result of the alteration to parking services would not exceed £10,000. The resolution of Cabinet will be advised at the Cabinet Member meetings.

## Financial:

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	10,000			
Funded by:				
Sefton funded Resources	10,000			
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

**Risk Assessment:** N/A

**Asset Management:** N/A

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## CONSULTATION UNDERTAKEN/VIEWS

FD ???

The Leisure Services department have been consulted with regard to the Bootle Leisure Centre Car Park.

## CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Creating Safe Communities		√	
3	Jobs and Prosperity	√		
4	Improving Health and Well-Being		√	
5	Environmental Sustainability		√	
6	Creating Inclusive Communities		√	
7	Improving the Quality of Council Services and Strengthening local Democracy	√		
8	Children and Young People		√	

## LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Cabinet Report 1<sup>st</sup> October 2009 – Christmas Retail Promotions – Car Parking Offers

## **1.0 Background**

- 1.1 Members will be aware that during the Spring 2009 retailers in the main shopping centres in the Borough mounted promotions to mitigate the adverse impacts of the recession.
- 1.2 To support these initiatives, adjustments to the Council's Car Parking operations were undertaken in Southport and Crosby Town Centres to encourage visitors, particularly residents, to shop local and support the local economy. Proposals for Bootle Town Centre were reviewed but no measures were implemented.
- 1.3 At the time, it was agreed consideration would be given to further initiatives to support similar Christmas promotions.
- 1.4 Cabinet Member Technical Services and officers from the Planning & Economic Regeneration Department (Transportation and Development) have been in discussion with agencies and partnership representing Bootle, Crosby and Southport Town Centre i.e. Chamber of Commerce, Crosby Business Village, Southport Partnership, Southport Business Enterprise etc.
- 1.5 From these discussions the following key principles for parking initiatives have emerged:
  - i) Reducing the cost of parking has a high promotional benefit.
  - ii) At all centres it is important to target local residents and encourage ongoing local loyalty.
  - iii) In Southport the importance of visits from the wider region must be recognised.

## **2.0 Cabinet – 1<sup>st</sup> October 2009**

- 2.1 Due to the potential impact on the Parking Service budget of making adjustment to operations to support Christmas promotions, Cabinet considered a report on the principle of such measures at the meeting on the 1<sup>st</sup> October 2009.
- 2.2 At the time of submitting this report the Cabinet meeting had yet to take place, however the resolutions were:

Cabinet is recommended to:

- i) Approve in principle adjustments to the Parking Operation to support Christmas Retail operations in the Borough.
- ii) Authorise the Cabinet Member Technical Services to agree the details of the Christmas car parking operations as part of the wider retailers promotions, with the financial impact upon the Council not exceeding £10,000.

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2.3 The final resolution will be advised at the Cabinet Member meetings.

## **3.0 Details of Christmas Parking Promotions 2009**

3.1 The details of the proposals have been developed to meet the core objectives indicated previously, with the understanding that the schemes must be promoted and administered by the local business partnership.

3.2 Current Details are as follows:

### **Southport On and Off Street Pay and Display Parking** **Crosby Off-Street Pay and Display Parking** **Sefton Resident Southport/ Crosby Permit Scheme**

Permits to be made available, from specific outlets (local newspaper offices/retailers etc) that permits free parking after 3 00pm on Thursdays and Fridays in December 2009.

The permit will produced by the promoters, with guidance on the necessary wording to be displayed and instructions for use from Parking Services. They will be issued free of charge with proof of Sefton residency.

Separate permits will cover Southport or Crosby, and may for part of wider promotional material.

The cost implications will be loss of income from the Pay and Display scheme.

### **Southport Visitor Voucher** **Southport Park and Ride Service**

A voucher will be distributed as part of the Southport Christmas promotion campaign to towns and villages in the wider Southport catchment areas. The voucher will permit parking after 3 00pm on the Southport Park and Ride Scheme on Thursdays and Fridays in December 2009.

Again the voucher will be produced in consultation with Parking Services.

The cost implication is loss of income from Park and Ride charges.

### **Bootle Town Centre – Free Evening Parking – 26<sup>th</sup> November 2009**

The switch on for the Bootle Town Centre Christmas lights and a Santa Dash have been organised for the evening of Thursday 26<sup>th</sup> November 2009.

To support the management of the event and to provide some free parking it is proposed that the Bootle Town centre Multi-storey car park and the Bootle Leisure Centre car park will offer free parking after 3 00pm on that day.

The cost implications are loss of parking fees and additional costs for extended opening hours for the multi-storey car park.



## 4.0 Conclusion

- 4.1 The Christmas trading period is an important time for retailers, particularly during the current difficult economic times. The measures proposed in this report will assist with promoting events and promotions planned by the Business Village/ Business Enterprise/ Chamber of Commerce/ Sefton Council partnerships.

## 5.0 Recommendations

### Cabinet Member Technical Services is recommended to:

Approve the detailed proposals for adjustments to the Parking Service operations to support Retail Christmas promotions throughout the Borough as set out in the report.

### Cabinet Member Regeneration is recommended to:

Note the report

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# Agenda Item 5

**REPORT TO:** Cabinet Member Technical Services  
Cabinet

**DATE:** 18<sup>th</sup> November 2009  
25<sup>th</sup> November 2009

**SUBJECT:** **Southport Park & Ride Services**  
**Temporary Closure of Kew Park & Ride**

**WARDS AFFECTED:** Norwood

**REPORT OF:** Andy Wallis Planning & Economic Regeneration Director

**CONTACT OFFICER:** Stuart Waldron Assistant Director Transport & Spatial Planning  
0151 934 4006

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To seek approval to temporarily close the Kew Park and Ride Service in Southport.

**REASON WHY DECISION REQUIRED:**

The Kew Park and Ride service in Southport was developed as a key service improvement to support the Southport Transportation Strategy approved in 1998, that expected considerable continued growth in demand for parking services. Current growth trends require consideration of the future management of the site.

**RECOMMENDATION(S):**

Cabinet Member Technical Services recommends to Cabinet

- i) The Kew Park and Ride Service be temporarily suspended, the site be 'mothballed', and the bus contract be amended to maintain services at Esplanade/Fairways,
- ii) The demand for parking to support tourism and retail activity in the town continues to be monitored, with a view to reopening the Kew Park and Ride Service as soon as possible.
- iii) During the closure, part of the Kew Park and Ride Site be made available if required as a Pay and Display Car Park to support initiatives within developing travel plans for commercial operations in the area.
- iv) A full review of access arrangements and advance signage for the Kew Park and Ride Site be undertaken, including the provision of signs within West Lancashire, and a scheme considered within the Local Transport Plan Capital Programme to be completed before reopening.
- v) The assistance of the Park and Ride Bus Operator and Merseytravel be acknowledged in the delivery of revised Park and Ride Services for Southport.

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**KEY DECISION:** No

**FORWARD PLAN:** No

**IMPLEMENTATION DATE:** Following the expiry of the 'call in 'period for the minutes of the meeting

**ALTERNATIVE OPTIONS:**

Options are discussed in the report. Alternatively the Parking Budget will continue to impact on the Council Budget.

**IMPLICATIONS:**

**Budget/Policy Framework:** Levels of income from the Kew Park & Ride facility are much lower than expected. This has contributed towards a significant overspending of the Car Park budgets, both in 2008/09, and ongoing. The forecast overspend for 2009/10 per the October 2009 M1 Budget monitoring report is £250,000. Closure of this facility would help alleviate this loss of income both in the current year although cost will be incurred in mothballing this site, and in the future.

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2009/ 2010 £</b>	<b>2010/ 2011 £</b>	<b>2011/ 2012 £</b>	<b>2012/ 2013 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure <b>(NOTE: <u>REDUCTION TO THE CAR PARKING OVERSPEND RATHER THAN A BUDGET SAVING</u>)</b>	-25,000	-230,000	-230,000	-230,000
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N				When?
How will the service be funded post expiry?				

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**Legal:** N/A

**Risk Assessment:** Any alternative to 'mothballing' the Kew Park and Ride site, or future consideration for changing its use, could lead to significant clawback of Capital grants provided by Merseytravel who were a major contributor to the development of the site.

**Asset Management:** The Kew Park and Ride site will continue to be maintained and security provided to ensure the asset is maintained for future use.

## CONSULTATION UNDERTAKEN/VIEWS

FD 211 - The Finance and Information Services Director has been consulted and his comments have been incorporated into this report.

Merseytravel have been consulted and comments indicated in report.

The Park and Ride Bus Service Operator has been consulted and provided information included in the report.

## CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		✓	
2	Creating Safe Communities		✓	
3	Jobs and Prosperity		✓	
4	Improving Health and Well-Being		✓	
5	Environmental Sustainability		✓	
6	Creating Inclusive Communities		✓	
7	Improving the Quality of Council Services and Strengthening local Democracy		✓	
8	Children and Young People		✓	

## LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

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## 1.0 Background

1.1 Park and Ride Services for access to Southport Town Centre commenced in the late 1980's as a Saturday only service operating from the Esplanade Car Park. This was expanded to a seven day service in mid 1990's as Pay and Display was introduced to regulate parking in the Town Centre.

1.2 The further development of the service was incorporated in the Southport Transportation Strategy (TRANSIS 2010), approved in 1998. The aim was to:

For traffic entering from the South and North

- Provide a 7 day service from the existing Esplanade/Fairways sites.

For traffic entering from the East

- Provide a new site and 7 day service for the eastern approach close to the A570.

The overall aim was to encourage longer stay visits (i.e. over 4 hours) by commuters and visitors to use the Park and Ride, with the town centre parking available for shorter stays.

1.3 The Esplanade/Fairways services have grown to a level whereby up to 700 cars park per day, at a relatively consistent level throughout the year. The provision of the Eco Centre enhanced the visitor offer, that has recently been further enhanced by the provision of cycle hire facilities.

1.4 In considering the development of an Eastern Site in the early 2000's a full business case was produced after reviewing all possible sites and bus routes. It was recognised during the process that for the site to attract a significant number of visits, parking demand would need to continue to grow and parking charging mechanisms in the town centre would need to deter longer stay visits.

1.5 Due to the known difficult ground condition on the eastern side of Southport, the development of the preferred site at Foul Lane began in 2005 but was not completed until Autumn 2007. Costing in the order of £4.9m was funded between the Sefton (£2.7m) and Merseytravel (£2.2m) Local Transport Plan Capital allocations. Signage to the site from the A570 was provided, including variable message signs. To coincide with the opening of the new site on the 5<sup>th</sup> November 2007, a new bus contract was tendered covering the provision of bus services to the 3 sites for a period of five years. The bus service contract was awarded to Arriva NW, managed through their Southport office.

## 2.0 Parking Service Budget – Current Situation

2.1 Cabinet Member Technical Services and Cabinet will be aware that primarily due to the economic condition and poor weather during the 2008 Spring/Summer seasons, income from the parking service in 2008/09 was approximately £500k lower than budgeted for. A Parking Plan was put in place to reduce the impact and enable much needed service developments to take place, but would still require levels of parking to return to pre-recession levels to fully address the shortfall.

2.2 A full review of parking levels and practices in Southport over the 2009 summer season indicates:

- Parking levels have improved but not to pre-recession levels, and again the 2009 summer period had generally poor weather.
- A significant level of central town centre parking has migrated to outer areas.
- Annual growth in Park and Ride patronage, experienced since 2000, has reduced.

Current predications for 2009/10 would indicate a shortfall of between £250-£300k in income from parking.

## 2.3 Park and Ride Services

2.3.1 On average the Southport Park and Ride service attracts:

	Cars/Week
Esplanade/Fairways	4,200
Kew	600
Total	4,800

The total can vary from a minimum of 3,800 to a maximum of 6,300 at Bank Holidays and during peak holiday periods with good weather. Although parking levels at Kew are increasing the current levels are significantly lower than that predicted in the business case i.e. 4,000 - 4,500 per week.

2.3.2 From the outset it was always recognised that Park and Ride Services would need to be subsidised within the overall Parking Budget to attract patronage. The current charge is £1 per car, hence total gross income is in the order of £250,000. The main cost of the service is the bus link, hence a summary of income against expenditure on the bus services is:

	Esplanade/Fairways £/yr	Kew £/yr	Total £/yr
Cost of Bus Service	326,500	272,050	598,550
Estimated Net Income (Allowing for VAT)	210,000	30,000	240,000
Subsidy/car	£0.53	£7.80	
Cost to Parking Budget for Service	£116,500	£242,050	£358,550

The income from Kew Park & Ride to offset expenditure, particularly on the bus services, is clearly not being realised at a level as experienced at the Esplanade/Fairways site nor as predicted in the original business case. This is making a major contribution to predicted overspending within the current Parking Budget.

2.3.4 The bus service contract does permit alterations to the service, including the level of service provided with a notice period of 49 days. Although 56 days notice to the Traffic Commissioner is required to alter or delete a bus service, and this would apply to the Park and Ride Services as registered services.

## 2.4 Parking Budget Consideration

2.4.1 The aim of the Parking Service is to promote the safe free flow of traffic on the highway network and support access to promote the economic activities particularly to the main town centres and tourist attractions.

2.4.2 The development of the Southport Park and Ride Strategy was predicated on continued growth in parking demand that at the present time has not reached a level to encourage use of the Kew park and Ride site. As a consequence the cost of providing the bus service is heavily subsidised, and having a major impact on the overall parking budget.

2.4.3 Options to Manage Current Parking Budget Issues

To address the current under achievement in parking income all areas of service have been reviewed, summarised as follows:

- i) Increase Parking Charges

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The Parking Plan approved in November 2008 allowed for increases in April 2009 and 2011. Further increases would potentially have a detrimental effect on businesses at the current time.

## ii) Reduce Operational Costs

Further to the introduction of decriminalised parking enforcement in 2000, levels of enforcement have been refined based on experience to meet the service objectives. Reducing levels would impact on this, and in fact there are repeated demands for additional enforcement in certain areas.

The administrative services i.e. processing penalty charge notices, responding to representation etc, are closely monitored by the National Adjudication Service and internal audit procedures. Sefton is recognised as having an effective fair service, which is important in managing the interface with the public.

The Council operates over 180 Pay and Display machines, requiring constant maintenance, particularly as many are well in excess of the manufacturers expected operational life before replacement. To reduce maintenance levels with machines potentially becoming inoperable would reduce income further. In accordance with the current Strategic Budget Review the overall management of the service is under review.

## iii) Reduce Southport Park and Ride Service

The provision of a full service, as envisaged in TRANSIS 2010, is critical to the long term transport access strategy for the town. The Esplanade site, supported by Fairways, continues to be well used.

Clearly, predicted growth in parking demand expected with the opening of the Kew Site has yet to be achieved. However, in the long-term it is still expected to be an integral part of the Towns Transportation Strategy.

Consequently, consideration has been given to partial/full closure and 'mothballing' the Kew site and withdrawing the supporting bus service from the Park and Ride Bus Service Contract. Members should note that 'mothballing' the site at this stage would not incur any penalty from the clawback of Capital grants used in its development, however any future change to the site's usage could necessitate the repayment of a significant amount of capital grant, in particular, to Merseytravel, who were a major contributor to the development.

### - Full Service Closure

On the basis that notice is served and the service ceased from February 2010 a reduction on the bus contract of £45k would be achieved, but off-set with mothballing costs of £15k and the loss of income from the facility for 2 months, a net reduction of £25k could be realised against the current forecast parking overspend in 2009/10.

In a full year this would expand to a £230,000 reduction, taking ongoing maintenance and security costs into account.

### - Partial closure

Should Members wish to consider a partial operation this full year reduction would reduce to:

Saturday Only Service	- £200,000/year
Saturday & Sunday Only Service	- £165,000/year

Note: If Saturday/Sunday services are retained, they would not be operated by buses in the Southport Park and Ride Livery.



## 3.0 Proposals

3.1 To assist in managing the Parking Service Budget, but recognising the need to improve access to Southport in accordance with the long term transportation strategy, the following is proposed:

- Kew Park and Ride Bus Service be suspended until further notice within the terms of the contract with the bus operator and the requirements of the Traffic Commissioner.
- Kew Park & Ride Site be 'mothballed' (i.e. removal of signs, Pay & Display machines made secure etc) but ongoing security and base maintenance retained.
- The parking demand in Southport, continue to be monitored with a view to re-opening the site as soon as the economic situation permits.

## 3.2 Related Issues

- i) Negotiations have been ongoing with businesses on the Southport Commerce Park regarding parking issues, and within the development of Travel Plans remote parking at Kew has been discussed. Should these proposals progress then parking areas could still be provided as required.
- ii) There are still ongoing considerations to provide linked parking to the hospital and during development work at KGV College. The progress of these will be considered in the ongoing review for restoring a full Park and Ride Service.
- iii) Many concerns are still raised regarding the 'visibility' of the Kew Site, and during the temporary closure it is proposed to carry out a full review, including the potential for advance signs in West Lancashire and consider improvements within the Local Transport Plan Capital Programmes.

## 3.3 Consultation

- i) Discussions have taken place with the Bus Operator, who recognised the situation with regard to the service and wish to work with the Council to maintain services to Esplanade/Fairways and work towards the re-establishment of a Kew service without delay.
- ii) Merseytravel provided a considerable contribution to the development of the site, but recognises the current difficulties in operational cost.

A letter from the Merseytravel Chief Executive/Director General (Annex A) indicates support for the withdrawal of the service with adequate attention to 'mothballing' the site to protect the asset for future use.

## 4.0 Recommendation

The recommendation is:

- i) The Kew Park & Ride service be temporarily suspended and the site be adequately 'mothballed' to protect the asset. The Southport Park and Ride Bus Service contract be amended to retain services to the Esplanade and Fairways sites.
- ii) The demand for parking to support the town's retail and tourist economy be monitored with a view to reintroducing the service at the earliest opportunity. This to be reported through reviews of the approved Parking Plan.
- iii) The site be made available for alternative parking arrangements, linked to commercial operators travel plans as appropriate.
- iv) A full review of access arrangements particularly signage and awareness, with a view to improving the situation through the Local Transport Plan Capital programmes.

# Agenda Item 5

**Your Ref:**  
**Our Ref:** LAD/LO/GB\*

**Tel DL:** 0151-330 1700  
**Date:** 15 October 2009

Ms Margaret Carney  
Sefton Borough Council  
Town Hall  
Lord Street  
Southport PR8 1DA

Dear

## **Southport Eastern Park & Ride**

I hope you are well and enjoying the challenges!

Further to the discussions that I have had with your various officers and e-mails from Alan Moore, I am writing in respect of the proposed temporary closure of the Park & Ride facility.

I am sure you have reached this decision with great regret and I share your concern. As you are aware, LTP funds were utilised to develop this facility and its disappointing to all the partners that the expected patronage has not yet materialised.

Merseytravel is realistic and recognises that this is due to a number of factors, not least national recession that we are all facing.

I realise that to request repayment of any of the sums paid by Merseytravel from LTP funds would cause additional financial hardship to your Authority.

I am heartened that Sefton are still committed to this scheme, albeit not in the current financial climate.

I note that the proposal is to “mothball the facility” with no additional cost to Merseytravel and review the same when there are improvements in the economy.

I would therefore like to suggest that we programme in a suitable review in September 2010 to determine whether or not this facility is believed to be a going concern or not.

Should you wish to discuss the matter further, please do not hesitate to contact me.

If there is anything I can do to help further please let me know.

Regards

Yours sincerely

Neil Scales  
**Chief Executive & Director General**

# Agenda Item 6

**REPORT TO:** Cabinet Member – Environmental  
Cabinet Member – Technical Services  
Cabinet Member – Regeneration  
Cabinet

**DATE:** 18<sup>th</sup> November 2009  
18<sup>th</sup> November 2009  
23<sup>rd</sup> November 2009  
25<sup>th</sup> November 2009

**SUBJECT:** The Development of Low Carbon Economy in response to Climate Change

**WARDS AFFECTED:** All

**REPORT OF:** Alan Moore - Strategic Director of Regeneration and Environmental Services  
Andy Wallis - Planning and Economic Regeneration Director

**CONTACT OFFICER:** Mark Long - 3471  
Dave Packard - 2100  
Mo Kundi - 3447  
Neil Ash – 3473

**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To advise Members of the likely impact of current and planned climate change legislation and regulations, the implications of developing a low carbon economy in Sefton, and make recommendations for the strategic management of change.

**REASON WHY DECISION REQUIRED:**

Current and planned climate change legislation will impose requirements on local authorities, which requires a pro-active and co-ordinated approach to tackle climate change, which can only be achieved by changing current modus operandi across almost all economic sectors and moving to the development of a low carbon economy.

**RECOMMENDATION(S):**

That Cabinet Members for Environmental, Regeneration and Technical Services :-

1. Note the report, and that

Cabinet:-

2. Recommend to Sefton Borough Partnership that the coordinated response to the Climate Change and Low Carbon Economy agenda is made a highest level community strategy objective in the drafting of the required Sustainable Community Strategy, and is practically delivered through the Economic Development and Sustainability Thematic Group of the Sefton Borough Partnership
3. That the low carbon economy development objective is asserted in the next revision of the Council's Corporate Plan
4. Nominate the Cabinet Member - Regeneration as the Low Carbon Economy Champion
5. Reconfirm the Cabinet Member - Environmental as the Climate Change (Adaptation)

# Agenda Item 6

Champion

6. Nominate the Cabinet Member - Technical Services as the Corporate and Community Energy Champion
7. Recommend that the Economic Development and Sustainability Thematic Group of the Sefton Borough Partnership be a focus of coordinating wider community activity
8. Recommend that progress on developing and delivering a comprehensive Climate Change Response Strategy and Action Plan be overseen by the Cabinet Member Performance through the Council's performance management procedures
9. Request further progress reports

**KEY DECISION:** No

**FORWARD PLAN:** N/a

**IMPLEMENTATION DATE:** After the call in period

**ALTERNATIVE OPTIONS:**

Central Government legislation will impose a statutory duty on local authorities to take action to address the adverse impact of climate change. Not to act would result in Sefton being in breach of that statutory duty. In addition taking a pro-active and co-ordinated approach would enable Sefton to develop a low carbon economic base, thereby creating new job opportunities.

**IMPLICATIONS:**

**Budget/Policy Framework:**

**Financial:** There are no financial implications as a result of this report.

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

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**Risk Assessment:** N/A

**Asset Management:** N/A

## CONSULTATION UNDERTAKEN/VIEWS

Technical Services, Environmental Services, Leisure and Tourism, Legal

FD212 – The Finance and IS Director has been consulted, and his comments have been incorporated in this report.

## CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community	/		
2	Creating Safe Communities	/		
3	Jobs and Prosperity	/		
4	Improving Health and Well-Being	/		
5	Environmental Sustainability	/		
6	Creating Inclusive Communities	/		
7	Improving the Quality of Council Services and Strengthening local Democracy	/		
8	Children and Young People	/		

## LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

'Actions with regard to Climate Change within Sefton' – Cabinet Member Environmental, 17<sup>th</sup> December 2008

'Actions towards compliance with National Indicator 188 – Adaptation to Climate Change' – 8<sup>th</sup> May 2009

'Adaptation to Climate Change on the Sefton Coast' – Cabinet Member Environmental, 29th July 2009; Cabinet, 6th August 2009

'The Economic Impact of EU and UK Climate Change legislation on Liverpool and the Liverpool City Region' – TMP/Regeneris Consulting, June 2009

'The UK Low Carbon Industrial Strategy' – DBIS/DECC, July 2009

'Changing Work in a Changing Climate: Adaptation to climate change in the UK – new research on implications for employment' – TUC, April 2009

'Creating Green Jobs: developing local low-carbon economies' – LGA, January 2009

'Low Carbon Economy: exploring low carbon projects throughout the region' – NWDA, November 2008

'Final Impact Assessment on the Order to implement the CRC Energy Efficiency Scheme', - DECC, October 2009

'Consumer Power: How the public thinks lower-carbon behaviour could be made mainstream' – IPPR, September 2009

Position paper for SBP Board – Climate Change, October 2009

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## 1.0 Background

- 1.1 There is mounting concern in government that targets for reducing CO<sub>2</sub> emissions are not being met.
- 1.2 The UK government is committed to reducing carbon emissions, establishing the Department of Energy and Climate Change (DECC) in October 2008 to co-ordinate the commitments, and passing the Climate Change Act in November 2008, which set out a framework for moving the UK to a low carbon economy and established legally binding targets to reduce carbon emissions by 80% on 1990 levels by 2050, and 34% by 2020.
- 1.3 DECC and the Department for Business Innovation & Skills (DBIS) launched the UK Low Carbon Industrial Strategy and the Low Carbon Transition Plan in July 2009. A quote from the Strategy puts the task into perspective:

*“To meet Britain’s climate change targets – to reduce greenhouse gas emissions by at least 80% below 1990 levels by 2050 – each unit of economic output in Britain will need to be produced using on average one tenth of the carbon dioxide emitted today. This simple but compelling fact is going to transform our whole economy. It will change our industrial landscape, the supply chains of our businesses and the way we all live and work.”*

- 1.4 Local authorities will be expected to play a major role in tackling climate change by introducing low carbon policies and practices in housing, transport, regeneration, environmental protection, planning and other key services, as well as through day-to-day activities. Local authorities are also expected to play an important role in raising awareness and influencing behaviour change more widely by working with its partners and stakeholders.
- 1.6 This report sets out the legal and policy framework impacting Sefton, then identifies priorities for action to minimise the transition costs to a low carbon economy, and to maximise the benefits. A briefing note on the background to climate change legislation is included as Appendix A for members who want to refresh their knowledge on current and forthcoming requirements.

## 2.0 The Impact of Climate Change Legislation on Merseyside

- 2.1 In June 2009 The Mersey Partnership commissioned a report from Regeneris Consulting called ‘The Economic Impact of EU and UK Climate Change Legislation on Liverpool and the Liverpool City Region’.
- 2.2 The report highlighted the facts that the LCR currently has below national and regional average CO<sub>2</sub> emissions, and does not have too much heavy industry that needs major structural change to adapt. It does have considerable natural assets for renewable energy generation, already having several on-shore and off-shore wind turbines, and having undertaken research to harness the power from the tidal ranges of the Mersey and Dee estuaries.
- 2.3 There is a thriving environmental technologies sector (ETS) employing over 9,000 people (1.5% of total employment), generating wealth in excess of £1.1 billion. The TMP report states there could be a further 6,000 to 15,000 ETS jobs available to the LCR by 2015. Of the estimated 400 firms in the LCR engaged in ETS the most significant opportunities are in –
  - ❑ Waste Management and Recycling (currently 3,800 jobs in 210 firms) – scope to diversify into Energy from Waste.
  - ❑ Renewable Energy (800 jobs in 41 firms) – scope to specialise in servicing off-shore wind and future tidal energy schemes.

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- ❑ Energy Management (800 jobs in 22 firms) – combined heat and power installation, energy efficient lighting, and insulation are all likely to benefit from need to be more energy efficient across all sectors.
- ❑ Microgeneration – 6 identified installers of microgeneration systems in the LCR, 2 of whom manufacture units. Not particularly well placed in this sector, although it is felt that opportunities lay in the installation of solar thermal and ground source heat pumps.

2.4 Sectors identified where it is expected to see employment growth when moving to a low carbon economy include:–

- ❑ Professional Services – architects, consultants and planners in relation to building design, specialist finance and legal skills.
- ❑ Management and Administration – billing, procurement and customer service for renewable energy and low carbon products and services.
- ❑ Construction and Maintenance – old building conversion and upgrading to meet new energy efficiency standards, and maintenance of renewable energy systems.
- ❑ Manufacturing – existing manufacturing base in products that reduce carbon emissions such as glazing, insulation and building control systems.
- ❑ Transport – sustainable transport systems will provide potential employment growth.
- ❑ Research & Development Skills – opportunities in pure and applied research that cut through limitations placed on change by current technology.

2.5 The report also identified 15 potential intervention areas:

- ❑ Tidal Energy Centre of Excellence
- ❑ Innovation & Technology Transfer
- ❑ Develop Off-Shore Wind Supply Chain
- ❑ Sector Development for Environmental Technologies
- ❑ Skills Capacity in Sustainable Construction
- ❑ Plan to achieve sustainable construction standards at low cost
- ❑ Energy efficiency in social rented housing
- ❑ Energy efficiency in private housing
- ❑ Expanded business support for energy efficiency
- ❑ Expand on-shore wind installations
- ❑ Expand use of biomass and energy from waste
- ❑ Low carbon transport city
- ❑ Low carbon port
- ❑ Low carbon airport
- ❑ Communication of report

2.6 The report proposed that local authorities work closely with businesses to ensure that the economic and employment potential of carbon reduction is fully encouraged, placing Merseyside at the forefront of low carbon market development.

2.7 On the basis of this report and the acceptance of its principal recommendations, the Merseyside local authorities and their public, private and voluntary sector partners signed up to a Multi-Area Agreement (MAA) in September 2009. Within the Economy policy of the MAA, Low Carbon Economy is named as one of four transformational actions with the strategic potential to drive the city region's economic renaissance.

## 3.0 Implications for Sefton

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- 3.1 Responding to climate change is both an urgent and an important policy for all tiers of government. Central government can lead through the creation of a legislative and policy environment in which decarbonisation becomes more attractive to carbon emitters. Sefton Council has a specific additional responsibility to lead by example, and to facilitate change where it is best placed to act:
- ❑ To raise awareness of the carbon reduction targets in the wider community
  - ❑ To reduce carbon emissions in its own estate
  - ❑ To facilitate low carbon solutions in service areas for which it is responsible
  - ❑ To provide incentives and support for individuals, communities, businesses and organisations to tackle their carbon footprint
  - ❑ To co-ordinate local area-based initiatives and maximise their effectiveness
  - ❑ To ensure synergy with other key policies for housing, transport, regeneration and sustainable communities.
- 3.2 Action is also needed to minimise the costs of climate change, in particular the cost of meeting the Carbon Reduction Commitment and Landfill Tax.
- 3.3 The Carbon Reduction Commitment Energy Efficiency Scheme (CRC) is a new cap and trade scheme to be introduced from April 2010 that draws into an emissions trading scheme private and public sector organisations whose energy consumption is not as large as those covered by the EU's Energy Trading Scheme, and that fall outside the Climate Change Agreements. Local authorities will fall under the CRC.
- 3.4 The CRC will have a three-year transition phase during which allowances to emit CO<sub>2</sub> will be purchased via a simple auction at a fixed price of £12/tCO<sub>2</sub>. The price of carbon is only likely to rise with the true price, based on the polluter pays principle, being £28 per tonne. Sefton will have to purchase allowances in the first year based on an energy bill (including water). The impact of the CRC will be very significant, the scale of which is currently being assessed. Parallels can be drawn with Landfill Tax, which was introduced initially at a low level, but over the years has increased significantly.
- 3.5 Other avoidable costs include the rising cost of energy. Indications are that both gas and electricity bills will increase by between 15 and 25% over the next ten years. Significant interventions will be needed to increase energy efficiency in homes and workplaces, in schools and public buildings, to restrain heating costs.
- 3.6 Sefton is already doing some excellent work in the areas of recycling and waste management, coastal and habitat protection, environmental education work with young people, and energy efficiency advice. However, given the scale of the challenge facing us, this is not sufficient. More needs to be done.

## **4.0 Actions Required to move towards a Low Carbon Economy**

- 4.1 Additional activity is needed in the short, medium and long term:
- ❑ Short term – more research & intelligence; awareness raising & engagement; prepare for the CRC; policy; energy efficiency programme; skills development and employment; supply chain development; business support; and community engagement
  - ❑ Medium/long term – sustainable transport infrastructure; critical mass of demonstration projects; integration and co-ordination

### Research & Intelligence

- 4.2 Sefton needs to fully assess the likely areas of opportunity and risk presented by transition to a low carbon economy. The forthcoming Local Economic Assessment provides a structured method for documenting the carbon footprint of Sefton's economy, and identifying priorities for action.



## Awareness Raising and Engagement

- 4.3 Individuals are responsible for almost 50% of emissions. It is, therefore, not possible to cope with the impact of climate change if people are not convinced of the soundness of measures which will affect their cultural habits and perceived quality of life. Fostering education at all levels and raising awareness campaigns become essential. The key challenge is to change individual behaviour, which will require extensive social marketing and attitude shift in school, the community, at work and at home.

## Policy

- 4.4 There is an ever increasing range of EU and UK legislation. Our MAA and LAA now have climate change targets incorporated into them. National Indicator 185 relates to reporting on CO<sub>2</sub> reductions in the local authority's own emissions; NI 186 to CO<sub>2</sub> reductions per capita in the community; and NI 188 aims to incorporate into local government services the management of climate change risks and opportunities, which must be assessed and prioritised, and an action plan created.
- 4.5 The Supplement to Planning Policy Statement 1 (planning and climate change), and PPS 3 & 22 provide the framework to allow climate change issues to be fully taken into account in planning policy. Sefton's Local Development Framework Core Strategy will have energy policies that form the basis of energy planning frameworks.
- 4.6 All new buildings will have to be carbon neutral by 2016, and currently stamp duty is waived for zero-carbon homes. However, zero-carbon homes are presently virtually non-existent, but there will be many homes built between now and 2016. The LGA would like to see councils to require Code for Sustainable Homes level 3 in all new housing from 2010 as an interim measure to raise standards.

## Carbon Reduction

- 4.7 The Carbon Reduction Commitment must lead to a reduction in CO<sub>2</sub> from buildings within the Council, workplaces, and the domestic housing stock across social and private rented sector plus owner occupied.
- 4.8 Energy efficiency measures will be extremely important as they can account for up to 40% of the required CO<sub>2</sub> reduction targets. If just home energy efficiency programmes are included there is currently £7 billion available between 2008-11 in the UK for programmes. These include:
- Energy supplier/generator obligations of the Carbon Emissions Reduction Target (£2.8 billion)
  - Community Energy Saving Programme (£350 million)
  - Additional Energy Efficiency Obligation (£560 million)
  - Warm Front (£874 million)
  - Decent Homes (£2.2 billion)
  - Social Housing Energy Saving Programme (£84 million)
  - Winter Fuel Payments for older people (£2.7 billion per year).
- 4.9 Sefton's Energy Team, Housing and Renewal, OneVision, Social Housing sector and others have been pro-active in developing an energy reduction plan that is attractive to funders. Currently, Sefton is a partner in a sub-regional bid to NW Operational Programme for a £22 million energy efficiency project. Sefton's contribution is likely to involve the installation of solar water heating systems. Efforts are being made to link this project with the utilities schemes under the Community Energy Saving Programme, reported to Cabinet on 29<sup>th</sup> November 2009. More information will be provided as part of the 'Funding Opportunities' report update to Cabinet Member for Regeneration.

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## Skills development and local employment

- 4.10 Delivering major energy efficiency programmes runs the risk of being frustrated by the lack of skills and businesses in the Sefton area to undertake the volume of work. The development of a new skills base for a low carbon economy is therefore crucial. Without them contracts will be lost to outside businesses and there will not be opportunities for local people to get local jobs. Practical installation, maintenance, and repair skills will be needed for such activities as –
- ❑ domestic insulation and micro generation systems
  - ❑ small commercial and retail systems
  - ❑ ground source heat pump installations
  - ❑ combined heat & power installations
- 4.11 There is an important skills and recruitment gap which Sefton will address through its Employment & Skills Strategy, and sub-regionally through the Employment & Skills Board.
- 4.12 Sefton also has the expertise to engage with the local construction sector and promote adaptation to the new requirements in the marketplace. Action on construction supply chains will remove a significant obstacle to the roll-out of energy efficiency investments.

## Supply Chains

- 4.13 The offshore and onshore wind energy industry will need a wide range of skills and firms to undertake the huge expansion of servicing and repair required. The supply chains involved with the maintenance and repair of wind farms is regarded by the TMP report as an area where Merseyside has an advantage. This should be the immediate focus of activity. Sefton led the Merseyside response to the discovery of oil and gas in Liverpool Bay fifteen years ago. Sefton can be amongst the leaders once again as it applies its supplier development expertise to the task of attracting fabricators and their first and second tier suppliers to a Merseyside onshore base.
- 4.14 Low carbon supply chains and sustainable procurement will become more and more important within both the Council and the wider economy. Basically, final price will be much more sensitive to distance travelled as distribution costs increase to reflect the true cost of carbon. At the same time, quality and specification will be more critical as legislation and regulations become more stringent.

## Business support

- 4.15 Businesses need help and support to switch out their carbon fuels and find renewable alternatives; they also need help to minimise waste and make the best use of natural resources. Their markets will also change as customers become more demanding, and purchasers cascade more stringent environmental standards down the supply chain. Some work has already been undertaken with businesses on environmental management systems and meeting environmental standards. Much more remains to be done. The NWDA has recently renewed ENWORK's contract to supply support and advice to local companies, and Business Link has a key diagnostic and brokerage role. Officers are also investigating whether there is a need for additional complementary services better geared up to capturing local demand and delivering integrated solutions.

## Community involvement

- 4.16 The most direct involvement of communities in the low carbon economy is when individuals and neighbourhoods take an active part in altering their energy use. The Low Carbon Communities Challenge fund 2010 – 2012, offers £10 million for up to 20 communities spread across the country. It is an action research fund designed to provide data for central government on how much local communities will actually be able to contribute towards the CO<sub>2</sub> reduction targets set

# Agenda Item 6

for 2020 and 2050. Council officers are currently working up a potential bid with Formby Parish Council to be submitted towards the end of December.

## Transport

- 4.17 Transport technologies, transport networks, transport management and user travel behaviour will all need to change to meet carbon reduction targets. Two policy choices mentioned in the TMP report are balancing the needs of freight with those of communities, and raising the profile of the logistics sector within local communities to make it more attractive for recruitment and skills.
- 4.18 The TMP report highlights development of a low carbon transport city, a low carbon port, and a low carbon airport, in all of which Sefton has an interest and a role. The report suggests in the medium term a breakthrough will be achieved in the production of electric vehicles with sufficient speed and distance between charges to make them more marketable. If this proves to be the case, then charging points in convenient locations must be provided.

## Internal Council structures to co-ordinate and ensure delivery

- 4.19 The low carbon economy agenda cuts across departmental responsibilities, making it important that coordination of efforts takes place. Regeneration, environmental protection, technical services, education, health, communities, housing renewal and planning all have crucial roles to play. The agenda needs to be embedded in the LSP as a major strand of the Sustainable Communities Strategy, and as a major component of the new Local Economic Assessment requirement. In order to ensure that this agenda can be successfully delivered, it is proposed that:-
- ❑ The coordinated response to the Climate Change and Low Carbon Economy agenda is made a top level community strategy objective in the drafting of the required Sustainable Community Strategy and is practically delivered through the Economic Development and Sustainability thematic group of the Sefton Borough Partnership.
  - ❑ The low carbon economy development objective is asserted in the next revision of the Councils Corporate plan
  - ❑ The Cabinet Member Regeneration be nominated as the Low Carbon Economy Champion
  - ❑ The Cabinet Member Environmental be reconfirmed as the Climate Change (Adaptation) Champion
  - ❑ The Cabinet Member Technical Services be nominated as the Corporate and Community Energy Use Reduction Champion.
  - ❑ The Economic Development and Sustainability Group of Sefton Borough Partnership (on which the three Cabinet Members above participate) be a focus of coordinating wider community activity

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## Appendix A – Background to UK policy on Low Carbon Economy

### **Why low carbon?**

- A.1 The excessive emission of greenhouse gases into the atmosphere causes global warming. Carbon, in the form of carbon dioxide (CO<sub>2</sub>), accounts for approximately 76% of total global emissions from the six greenhouse gases, with methane and nitrous oxide accounting for almost all of the remainder. The three main sources of CO<sub>2</sub> in all developed economies are emissions from power production, transport and buildings. Global CO<sub>2</sub> emissions are currently around 47 billion tonnes of carbon-dioxide-equivalent, but without the current global economic slowdown these were anticipated to exceed 50 billion tonnes. By 2020, it is expected that under normal economic growth conditions emissions will rise to between 55 and 60 billion tonnes. Current international proposals are planned to reduce emissions to around 49 billion tonnes.
- A.2 The most important study, the Stern Review 2006, on the Economics of Climate Change concluded that the costs of tackling climate change were around 1% of global GDP. This amounts to approximately £200 million for the Liverpool City Region (LCR). Not taking action could result in an average loss of between 5% and 10% of global GDP every year. To have a reasonable chance of cost-effectively limiting any rise in global average temperature to no more than 2°C, above which scientists regard as too dangerous to go, annual emissions should be reduced to below 44 billion tonnes by 2020, to well below 35 billion tonnes in 2030, and well below 20 billion tonnes by 2050.
- A.3 In terms of per capita CO<sub>2</sub> emissions, today's global average is around 7 tonnes of carbon-dioxide-equivalent per capita, but with big variations between countries. For example, the USA emits about 24 tonnes per capita, while India is below 2 tonnes per capita. By 2050, global population is projected to rise to 9 billion, so to meet the 2050 emission targets, average per capita emissions would have to be around 2 tonnes per capita.
- A.4 In the Liverpool City Region (LCR), CO<sub>2</sub> accounts for approximately 96% of greenhouse gas emissions. The industrial and commercial sectors account for almost half of total emissions, the domestic sector for a third, and transport the remaining fifth. The carbon footprint of the LCR in 2006 was 11.2 million tonnes of CO<sub>2</sub> or 7.6 tonnes per capita. Sefton, Liverpool and Wirral have CO<sub>2</sub> emissions of between 6 and 7 tonnes per capita, whereas Knowsley, St. Helens and particularly Halton have emissions of between 8 and 16 tonnes per capita.
- A.5 This differential is explained by the location of major industrial sites. Ineos Chlor (chemicals) and Pilkington (glass) in St. Helens, together with associated power suppliers account for 14% of emissions of the whole LCR, with Ineos Chlor in Runcorn using a similar amount of energy in its manufacturing processes to that of the whole of Liverpool. Public and private investment in a £400 million Energy from Waste plant, to be operational in 2013, will produce 20% of Ineos Chlor's energy needs from renewable sources, while reducing the need for landfill.
- A.6 Overall, the LCR has relatively low emission levels compared to the regional (8.6 tonnes per capita) and UK (8.7 tonnes per capita) average. This is largely explained by the relatively low economic activity rate within the LCR, having 7% fewer residents in employment than the UK average, indicating the close link between increased economic activity and increased emissions, a link that needs to be broken (decoupled) as an essential part of a low carbon economy.
- A.7 Amongst the key findings of the first annual report (October 2009) to Parliament by the Committee on Climate Change was that a step change in the pace of CO<sub>2</sub> reductions was needed. In the 5 years between 2003 and 2007 reductions averaged 0.5 %, but annual reductions of 2-3% would be required in the future. Economic recession is likely to have cut emissions in 2008 by 2%, but recession induced reductions must not be confused with underlying progress. Progress had to be made in 3 main areas – electricity generation,

commercial and residential buildings, and road transport.

## What does a low carbon economy mean?

- A.8 A low carbon economy relates to both a local geographical economy where adaptation and mitigation measures counteracting climate change have both been undertaken successfully by all sections of the community, and to the economic sector for low carbon products and services that forms part of overall GDP or GVA.
- A.9 A local geographical low carbon economy is one where the manufacture, delivery and consumption of products and services are undertaken in ways that reduces net CO<sub>2</sub> emissions to the minimum possible. Consideration of net CO<sub>2</sub> emissions is important because it relates to the overall carbon footprint of products and services, where sourcing materials, purchasing, and transportation components are taken into account. It is vitally important that the local geographical economy also restructures to ensure that the economic infrastructure is in place to allow for the expansion of market share in low carbon products, services, and jobs, sometimes termed 'green jobs'.
- A.10 Transition to a low carbon economy raises significant challenges to the industrial workforce and their families. The Department for Business Innovation & Skills has stated that, "As with previous structural changes to the economy, the move to a low carbon economy will affect each business, worker and family differently. Previous economic structural shifts have had huge social impacts, with some workers and communities being left behind as industries are restructured by change."
- A.11 The Low Carbon Industrial Strategy has 3 basic principles –
- Long term strategic approach e.g. commitment to nuclear and renewable energy
  - Intervention to accelerate transition e.g. support for R & D in new low carbon technologies
  - Ensure companies and people are equipped to compete for the new demand created by climate change policies e.g. skills development, and supporting the development of supply chains
- A.12 The strategy also recognises the need to build on local and regional strengths in order to make the most of the future economic benefits. For this reason the strategy introduces the concept of 'low carbon economic areas'. The first of these will be located in the South-West of England focusing on the development of marine energy demonstration, servicing and manufacture. It will have a Wave Hub with up to £60 million funding attached.
- A.13 To meet government's energy generation targets of 15% from renewable sources by 2020 will require a massive increase in renewable electricity generation from the current 5% level to 30% in 2020. Offshore wind is expected to make up a large part of this increase. An increase of this size would bring economic opportunities. The Carbon Trust has calculated that the UK offshore wind industry alone will generate net economic benefit of £65 billion and create 220,000 jobs over the next 40 years. The Institute of Public Policy Research (IPPR) believe that with strong government support up to 70,000 long-term jobs could be created in the UK offshore wind industry.
- A.14 One of the reasons estimates vary so much is that it is not yet clear how many supply chain jobs will be located in the UK. Currently most components for the UK's off-shore wind farms are imported, with the only manufacturing done in the UK at Skykon's tower plant in Scotland. In 2008, Germany employed more people in the renewable electricity generation sector than in conventional carbon-intensive electricity generation, and has the engineering infrastructure, including the skills base, to immediately respond to both current and future demand. It is recognised amongst potential investors in this sector that the UK does not necessarily have the skills base, and other gearing, to attract the investment into any really significant manufacturing of components. This will make it more important to ensure jobs growth in those areas of the supply chain where we might have competitive advantage. These include consultancy, installation, operation, maintenance, legal and financial services.

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A.15 The transition to a low carbon economy is likely to mean –

- The creation of more jobs than are lost
- New markets for low carbon technology and therefore new jobs
- Markets created in one country will create jobs in other countries
- A stronger policy response makes net benefits more likely
- Low Carbon employment increases might be short-lived if not based on comparative advantage
- Many low carbon jobs will be created outside of manufacturing sectors

A.16 There is clearly a very significant prize at stake for economies that can move into low carbon products and services and one, which presents benefits for early movers.