

MEETING: CABINET MEMBER - TECHNICAL SERVICES
DATE: Wednesday 2 December 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
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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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A G E N D A

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>	
1.	Apologies for Absence		
2.	Declarations of Interest 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.	Minutes of the Meeting held on 18 November 2009		(Pages 5 - 8)
4.	Revenue and Capital Expenditure Monitoring to 30th Sept 2009 Joint report of the Finance and Information Services Director, the Planning and Economic Regeneration Director, and the Head of Technical Services.	All Wards	(Pages 9 - 20)
5.	Section 116 Highways Act 1980 - Proposed Stopping Up of Public Highway – Un-named Area of Highway Leading from Rafter Avenue and Adjoining the Property Numbered 7 Rafter Avenue, Bootle Report of the Assistant Director Transportation and Development	Netherton and Orrell	(Pages 21 - 24)
6.	200910 Local Transport Plan - Revised Transportation Capital Programme Report of the Planning and Economic Regeneration Director	All Wards	(Pages 25 - 50)
7.	Potential Funding Opportunity 1 Energy Efficiency & Renewable Energies in Social & Low Income Housing Joint report of the Planning and Economic Regeneration Director and Strategic Director of Regeneration and Environmental Services and Deputy Chief Executive	All Wards	(Pages 51 - 64)

**8. Potential Funding Opportunity 2 Low
Carbon Communities Challenge 2010 2012**

Harington;
Ravenmeols;

(Pages 65 -
74)

Joint report of the Planning and Economic
Regeneration Director and Strategic Director of
Regeneration and Environmental Services and
Deputy Chief Executive

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON THURSDAY 26 NOVEMBER 2009. MINUTE NOS 86 AND 87 ARE NOT SUBJECT TO CALL IN.

CABINET MEMBER - TECHNICAL SERVICES

MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 18 NOVEMBER 2009

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors T Jones, Sumner and Tonkiss

82. APOLOGIES FOR ABSENCE

No apologies for absence were received.

83. DECLARATIONS OF INTEREST

The following declaration of interest was received:

Member/Officer	Minute No	Interest	Action
Councillor Sumner	Minute No. 86	Personal Local Authority representative for Merseytravel	Stayed in the room, and took part in consideration of the item

84. MINUTES OF PREVIOUS MEETING

RESOLVED:

That the Minutes of the meeting held on 4 November 2009 be confirmed as a correct record.

85. A REQUEST FOR VARIATION TO CROSBY CAR PARKING PROMOTIONS - CHRISTMAS 2009

Further to Minute no 65 of the meeting held on 7 October 2009, the Cabinet Member considered the report of the Planning and Economic Regeneration Director on the request for Variation to Crosby Car Parking Promotions – Christmas 2009 indicating that the Cabinet Member-Regeneration had requested the Cabinet Member-Technical Services to consider offering free Car Parking on Saturdays only in Crosby as part of the promotion activity to support retail centres during December 2009, as the previous proposal to provide free car parking after 3:00pm on Thursdays and Fridays in December would not have the same beneficial impact due to shops in Crosby not operating late night openings.

Agenda Item 3

CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 18
NOVEMBER 2009

RESOLVED: That

- (1) free parking as part of the parking promotion activity to support the retail centres during December 2009 for 2 Saturdays be approved, the exact dates of which to be determined by traders; and
- (2) funding for each Saturday to be as follows:
 - (a) the first Saturday to be funded from the Technical Services parking budget; and
 - (b) the Assistant Director, Transportation and Development be requested to investigate with the Assistant Director Neighbourhoods the potential to fund the second Saturday via the Neighbourhood Services budget or the Crosby Area Committee devolved budget.

86. SOUTHPORT PARK & RIDE TEMPORARY CLOSURE OF KEW PARK AND RIDE NOVEMBER 2009

The Cabinet Member considered the report of the Planning and Economic Regeneration Director on the Southport Park and Ride Services – Temporary Closure of Kew Park and Ride indicating that due to poor economic conditions nationally and poor weather during 2008 and 2009, the scheme income had achieved £500,000 lower than budgeted for; that whilst a plan had been put in place to reduce the impact and to enable service developments to be undertaken, a return to pre-recession parking levels had not materialised; that a significant level of central town parking had migrated to outer areas; and that annual growth in Park and Ride patronage experienced since 2000, had reduced. The Cabinet Member was requested to seek approval from Cabinet for the suspension until further notice of Kew Park and Ride Service within the terms of the contract with the bus operator and the requirements of the Traffic Commissioner; for the site to be ‘mothballed’ but ongoing security and base maintenance be retained; and the parking demand in Southport be monitored with a view to re-opening the site as soon as the economic situation permitted.

Cllr Sumner attended the meeting to express his concern regarding the issue of ‘mothballing’ the Kew Park and Ride car park and requested that the matter be temporarily deferred for further consideration of other measures to ensure the continued operation of the park and ride scheme either on a weekday or weekend basis.

RESOLVED:

That Cabinet be recommended to:

- (1) temporarily suspend the Kew Park and Ride Service, the car park be ‘mothballed’, and the bus contract be amended to maintain services at Espalande/Fairways;

- (2) continue to monitor the demand for parking to support tourism and retail activity in the town with a view to reopening the Kew Park and Ride Services as soon as possible;
- (3) make available during the closure, part of the Kew Park and Ride Car Park, if required, as a Pay and Display Car Park to support initiatives with developing travel plans for commercial operations in the area;
- (4) authorise the undertaking of a full review of access arrangements; advance signage for the Kew Park and Ride Car Park and one-off promotions/events in the area - including the provision of signs with West Lancashire, Sefton PCT and MerseyTravel, and the scheme be considered within the Local Transport Plan Capital Programme, to be completed before reopening; and
- (5) acknowledging the assistance of the Park and Ride Operator and Merseytravel in the delivery of revised Park and Ride Services for Southport.

87. THE DEVELOPMENT OF LOW CARBON ECONOMY IN RESPONSE TO CLIMATE CHANGE

The Cabinet Member considered the joint report of the Strategic Director of Regeneration and Environmental Services and the Planning and Economic Regeneration Director on the development of a Low Carbon Economy in response to climate change.

RESOLVED:

That the contents of the report be noted.

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Agenda Item 4

REPORT TO: Cabinet Member, Technical Services
Overview and Scrutiny Committee
(Regeneration and Environmental)

DATE: 2 December 2009
5 January 2010

SUBJECT: Revenue and Capital Expenditure Monitoring to
30th Sept 2009

WARDS AFFECTED: None directly affected

REPORT OF: Head of Technical Services - Mike McSorley
Planning and Economic Regeneration Director -
Andy Wallis
Finance and IS Director - Paul Edwards

CONTACT OFFICER: Kevin McBlain 0151-934-4049
Dave Gant 0151-934-2378

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To provide the Cabinet Member with the quarterly forecast position, based on information as at the 30th Sept 2009, in relation to the Portfolio's 2008/9 Revenue Budget and Capital Programme.

REASON WHY DECISION REQUIRED:

Cabinet Member accountability and in line with the corporate performance management process.

RECOMMENDATION(S):

That the Cabinet Member Technical Services:

- a) Notes the progress on the Technical Services Portfolio's revenue budgets that are subject to risk-based monitoring.
- b) Note the progress made on the schemes within the portfolio's element(s) of the Council's Capital Programme.
- c) Indicates whether any comments about the overall performance of this Portfolio's Revenue Budget and schemes within the Capital Programme should be referred to Cabinet.

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That Overview and Scrutiny Committee (Regeneration and Environmental)

- a) Notes the contents of this report and indicates whether any comments about the overall performance of this Portfolio's revenue budget should be referred to cabinet.

KEY DECISION: No.

FORWARD PLAN: Not appropriate.

IMPLEMENTATION DATE: Not appropriate.

ALTERNATIVE OPTIONS:

None.

IMPLICATIONS:

Budget/Policy Framework: The Report shows that the overspend based on September's figure was £440,000. There is a current forecast overspend at the end of October of £150,000 which if materialises will put pressure on the Council's balances.

Financial:

CAPITAL EXPENDITURE	2009/10	2010/11	2011/12	2012/13
	£	£	£	£
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
REVENUE IMPLICATIONS				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded 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: Not appropriate.

Risk Assessment: The main risk concerns the failure to identify budget variances through the monitoring process which will make it difficult for the Council to manage its spending within available resources. The adopted risk-based approach to monitoring together with regular reporting should help manage the risk.

Asset Management: Not appropriate.

CONSULTATION UNDERTAKEN/VIEWS

FD 231 – The Finance and Information Services Director has been consulted and his comments has been incorporated into 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

Agenda Item 4

1. Background / Issues for consideration

- 1.1 In accordance with Cabinet's overall approved process for monitoring the Council's budgets, each Portfolio is to receive a quarterly report identifying risk-assessed controllable Revenue and Capital budget areas.
- 1.2 This report forms part of that overall monitoring process by advising the Cabinet Member of the progress against this Portfolio's revenue budget risk areas for the period ending 30 Sept 2009. Where budget pressures have been identified, Service Directors have reviewed their departmental budgets for compensating savings. Departments have also been asked to consider whether or not all budgets can be contained with the resources allocated by the Council for 2009/10.
- 1.3 At the Overview and Scrutiny Committee (Health and Social Care) meeting on 13 October 2009, a request was made to amend the format of the budget monitoring report. This proposal is being put forward to the Overview and Scrutiny Management Board for consideration and any amendments resulting from this will be reflected in future budget monitoring reports.
- 1.4 At the meeting 9th September Cabinet Member Technical Services made recommendations for support from the budget pressure fund to meet forecast overspend of £232,000. Application from the budget pressure fund were considered at Cabinet on 1 Oct and the means of accessing this reserve will be considered as part of the officer led review of existing departmental overspends and the opportunities to address the overall overspends has been noted by Cabinet.

2. Revenue Budget

- 2.1 Details of this portfolio's budgets that are monitored and reported on the risk-assessed basis are shown in Annex A.
- 2.2 Members should note from Annex A that the summary forecast position at the end of September 2009 was a forecast overspend of £480,200. Since the production of this document the forecast has been revised. At the end of October 2009 the forecast overspend has been reduced to £120,000.

This has resulted from an analysis of income received from a number of sources. (Utility Inspections, Section 74 fees, Café licences, and Scaffolding inspections). Utilisation of balances brought forward from previous years and forecast income for the current year result in a forecast improvement (£370,000).

Reconsideration of pay costs, taking into account external funding results in a forecast underspend of £40,000. Conversely it has been necessary to revise the anticipated car park income shortfall by £50,000. Usage has still not

returned to levels previously experienced and income is anticipated to fall due to recently approved parking promotions. Reductions in fees to support a number of retail campaigns throughout the year assist the Borough's traders but at a "cost" of reduced parking income to the Department.

The Council's budget freeze (which has been in place for two financial years) is now impacting on service delivery. The reduction in planned maintenance is putting significant pressure on reactive budgets, used to keep the highway safe and discharge the Council's statutory duty, which are showing an overspend. This in turn means further reductions in planned maintenance in order to remain within budget. This is not a sustainable approach.

3. Capital Programme

3.1 Attached at Annex B is the current Technical Services capital programme. This programme takes account of slippage from 2008/09 and any revised requirements for individual schemes. Actual expenditure of £1.583m (col.4) has been achieved in the first six months of the year. This is 17% of the total forecast expenditure for the year of £9.428m (cols. 4 and 5). Forecast expenditure for the remainder of the year is £7.845 (col.5).

3.2 Major schemes included within the programme include: -

1. Southport Kew Park & Ride £7.76m
2. Thornton Switch Island Link (Council contribution) £5.91m
3. Chapel Street Pedestrianisation £4.26m
4. A5090 Hawthorne Road £3.35m

3.3 There are no forecast problems with the Technical Services Capital Programme at the current time. The Cabinet Member receives specific detailed reports on the LTP programme on a regular basis during the course of the year and any issues arising will be flagged up at the earliest opportunity.

4. Recommendations

The Cabinet Member Technical Services

- a) Notes the progress on the Technical Services Portfolio's revenue budgets that are subject to risk-based monitoring.
- b) Note the progress made on the schemes within the portfolio's element(s) of the Council's Capital Programme.
- c) Indicates whether any comments about the overall performance of this Portfolio's Revenue Budget and schemes within the Capital Programme should be referred to Cabinet.

That Overview and Scrutiny Committee (Regeneration and Environmental)

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- a) Notes the contents of this report and indicates whether any comments about the overall performance of this Portfolio's revenue budget should be referred to cabinet.

Technical Services Portfolio to Revenue Budget Risk Areas to 30 Sept 2009

ANNEX A

(1) Line Reference	(2) Description	(3) Full Year Budget	(4) Budget To Period	(5) Actual To Period	(6) Variance	(7) Forecast Outturn	(8) Forecast Outturn Variance	(9) Previous Month Variance
	Technical Services	£	£	£	£	£	£	£
	Pay Costs	3,886,050	1,943,025	1,893,966	-40,059	3,886,050	0	0
	Highways Maintenance	5,725,150	2,862,575	924,900	-1,937,675	5,725,150	0	0
	Street Lighting Energy Costs	1,1189,350	594,675	382,431	-212,244	1,189,350	0	50,000
	Ground Maintenance	819,500	409,750	168,584	-241,166	819,500	0	0
	Winter Maintenance	367,000	183,500	80	-183,420	367,000	0	0
	Residual Income Budgets	-582,000	-291,000	0	291,000	0	582,000	582,000
	British Legion Attendant Costs	1,087,450	543,725	416,186	-127,539	1,087,450	0	0
	Car Parking Fees and Charges on/off St	-3,768,250	-1,884,125	-1,755,199	128,926	-3,568,250	200,000	200,000
	T & A Car Park Income	-311,800	-101,935	-136,702	-34,767	-311,800		
	Non achievement of Corporate Savings 2009/10						48,200	48,200
	Remedial Action							
	Review of Highway Maintenance Budgets						-350,000	-350,000

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Proportion of Budget Reported On	Gross	Income
Total of Key Area Budgets	13,074,500	-4,662,050
Total Non-Controllable Departmental Budget (Included in TSD)	35,146,800	-18,116,100
% Of Total Budget Reported Upon	37.19%	25.73%

Comments on Key Areas (Including remedial action: -

As part of the 2007/08 accounts and 2008/09 budgets monitoring it was identified that the Department had income budgets, which could not be achieved. The 2009/10 budgets allowed for significant growth to address this but finalising the budgets to take into account of the MSR has identified a residual expected shortfall of income against budget of approximately £582K. As the Department has transferred its main income generating services to Capita Symonds it will not be possible to generate further income to offset the expected shortfall.

Comments on Key Areas (Including remedial action: -

The Highways maintenance budgets are being reviewed and as a result of the spending freeze it is likely that these budgets may be underspent as shown. However, this will have a detrimental effect on the condition of the Highway and the potential impact will be analysed more fully and reported to Cabinet Member Technical Services.

Inflation has been allowed to cover the contractual increase due in grounds maintenance contract but does not take into account additional areas which have been added to the contract as part of the housing stock transfer for example. These additional demands are putting pressure on the grounds maintenance budget. Capita are carrying out a detailed review of these additional requirements. If this work is not carried out, however there will be an adverse visual impact on areas of the Borough.

The Street Lighting energy costs at the time of budgeting, even allowing for the £132k growth, are £180k over budget. This will be mitigated through reduced energy costs during the latter part of the year but the Councils budget for energy costs overall are being realigned and it not expected that this budget will overspend at the year-end.

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The experiences of the 2008/09 fully demonstrated the susceptibility of parking income to external factors. Improved weather over the Spring/Summer period 2009/10 and the impact of the April 2009 increase in charges, saw income generation improve, but has still not returned to previous levels. This will continue to be monitored over the coming months. Furthermore, reductions in car parking charges as part of promotions to support a number of retail campaigns in the Borough has reduced income levels. Cabinet have approved further such promotions for the forthcoming Christmas period. The impact of reduced income will initially be to defer the range of improvements to the service as set in the 5 year Parking Plan approved by Cabinet in November 2008, but current expectations are these will not in the current as a budget deficit is predicted which could be in the region of £200k for 2009/10. Possible options to reduce this deficit are being examined and will be reported to Members in the coming months, but options are quite limited and impact in 2009/10 would be limited.

The very cold winter has resulted in considerable damage to the highway manifesting itself through increased potholing, which will put reactive maintenance budgets under pressure in the current year. This will be exacerbated by the spending freeze, which reduced the level of maintenance activity carried out last year. Gritting the highways, both carriageways and footways is a statutory duty, hence expenditure has to be incurred as required. However, a full review of the service is planned over the coming months so that prior to next winter, the effectiveness of the service has been fully assessed to take into account of the latest conditions and needs.

Corporate Savings (£48,200) contribute further pressure to the budget and is believed that these will not be achieved in 2009/10. These savings will therefore be considered within light of the overall budgetary pressures on the Department. Every effort will be made to mitigate the effect of the above pressures but this may mean that this can only be achieved with significant reductions in service provision. For this reason options to deal with the budget pressures will be presented in future budget-monitoring reports.

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METROPOLITAN BOROUGH OF SEFTON

ANNEX B

CAPITAL PROGRAMME 2009/10 - 2012/13

TECHNICAL SERVICES

1	2	3	4	5	6	7
REF. NO.	PROJECT DESCRIPTION	EXPEND	EXPEND IN 2009/10	FORECAST	FUTURE	TOTAL
		TO 31.3.2009	TO 30.09.09	BALANCE	EXPEND	COST
		£'000	£'000	£'000	£'000	£'000
<u>New Construction</u>						
1	Thornton Switch Island Link Scheme (Council Contribution)	114.11	253.81	1,224.19	4,319.89	5,912.00
2	Asset Management Development	0.00	0.00	69.10	0.00	69.10
<u>Carriageways / Priority Maintenance</u>						
3	A5090 Hawthorne Rd	1,446.83	177.69	183.16	1,544.75	3,352.43
4	Old & Completing Schemes	0.00	19.68	0.11	0.00	19.79
<u>Carriageway Resurfacing</u>						
5	Islington, Crosby	0.00	105.92	23.08	0.00	129.00
6	Park Lane, Netherton	0.00	0.15	19.95	0.00	20.10
7	Kirkstone Rd South, Litherland	0.00	0.23	71.77	0.00	72.00
8	Marine Drive, Southport	0.00	0.00	67.00	0.00	67.00
9	Sterrix Lane - Litherland	0.00	0.41	84.59	0.00	85.00
10	Kendal Drive - Maghull	0.00	54.59	3.41	0.00	58.00
11	Fairways - Crosby	0.00	13.98	1.02	0.00	15.00
12	Mayfair Avenue - Crosby	0.00	28.78	7.22	0.00	36.00
13	Bulwer Street - Bootle	0.00	41.36	3.64	0.00	45.00
14	Banastre Road - Southport	0.00	0.20	84.80	0.00	85.00
15	Applbey Drive - Netherton	0.00	0.20	28.80	0.00	29.00
16	Greenheys Drive - Netherton	0.00	0.23	39.77	0.00	40.00
17	Harrowby Road - Seaforth	0.00	0.18	34.82	0.00	35.00
1	2	3	4	5	6	7

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REF. NO.	PROJECT DESCRIPTION	EXPEND	EXPEND IN 2009/10		FUTURE EXPEND	TOTAL COST
		TO 31.3.2009	TO 30.09.09	FORECAST BALANCE		
		£'000	£'000	£'000	£'000	£'000
18	Woodlands Road - Seaforth	0.00	0.18	22.82	0.00	23.00
19	St Georges Grove - Netherton	0.00	0.18	21.82	0.00	22.00
20	Altcar Lane - Formby 09/10 Schemes	0.00	0.15	39.85	0.00	40.00
21	Thackery Gardens - Litherland	0.00	0.18	74.82	0.00	75.00
22	Prescot Road - Melling	0.00	0.12	9.88	0.00	10.00
23	Parkfield Avenue - Aintree	0.00	0.15	30.85	0.00	31.00
24	Raymond Avenue - Aintree	0.00	0.15	49.85	0.00	50.00
25	Abbeystead Avenue - Aintree	0.00	0.29	38.71	0.00	39.00
26	Gately Drive - Maghull	0.00	0.18	13.82	0.00	14.00
27	Yew Tree Green - Melling	0.00	0.00	10.00	0.00	10.00
28	Gregsons Avenue - Formby	0.00	0.15	27.85	0.00	28.00
29	Ecclesall Avenue - Litherland	0.00	0.15	34.85	0.00	35.00
30	Northway - Maghull	0.00	0.18	16.82	0.00	17.00
31	Ridgeway Drive - Lydiate	0.00	0.18	24.82	0.00	25.00
32	Matlock Avenue - Southport	0.00	0.15	4.85	0.00	5.00
33	Third Avenue - Crosby	0.00	0.15	6.85	0.00	7.00
34	Shellfield Rd, Southport	29.74	50.26	0.74	0.00	80.74
UTC Maintenance						
35	Manchester Rd / Queens Rd Junction	0.00	0.00	25.00	0.00	25.00
36	Lulworth Rd / Weld Rd Junction	0.00	0.00	25.00	0.00	25.00
De Trunking						
37	A59 Damfield Lane to Northway	0.00	128.83	0.00	0.00	128.83
38	A565 Crosby Rd Sth/Princess Way/Cambridge Rd	0.00	31.76	489.24	0.00	521.00
39	A570 Boundary to Kew	0.00	0.00	89.00	0.00	89.00
1	2	3	4	5	6	7

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REF. NO.	PROJECT DESCRIPTION	EXPEND	EXPEND IN 2009/10		FUTURE EXPEND	TOTAL COST
		TO 31.3.2009	TO 30.09.09	FORECAST BALANCE		
		£'000	£'000	£'000	£'000	£'000
40	Capita Fees / Client Service Costs	0.00	0.00	179.40	0.00	179.40
Street Lighting						
41	Marine Terrace, Waterloo	0.00	0.00	46.00	0.00	46.00
42	Aylward Place, Bootle	0.00	0.00	41.00	0.00	41.00
Drainage						
43	Scarisbrick New Rd Southport	0.00	0.00	60.00	0.00	60.00
44	A565 Liverpool Rd	0.00	11.60	181.40	0.00	193.00
45	Wango Lane	0.00	0.00	80.00	0.00	80.00
46	Capita Fees / Client Service Costs	0.00	0.00	32.60	0.00	32.60
Total Carriageways / Priority Maintenance		1,476.57	668.59	2,330.98	1,544.75	6,020.89
<u>Bridges and Structures</u>						
Bridge Strengthening						
47	Principal Bridge Inspections	0.00	12.97	20.03	0.00	33.00
48	Poverty Lane	42.18	95.01	47.99	0.00	185.18
49	St. Lukes Rd Bridge Strengthening	0.00	4.14	525.86	0.00	530.00
50	Millers Bridge	0.00	0.00	20.00	0.00	20.00
51	Old and Completing Schemes	633.84	2.00	10.89	0.00	646.73
52	Capita Fees / Client Service Costs	0.00	0.00	44.00	0.00	44.00
Total Bridges and Structures		676.02	114.12	668.77	0.00	1,458.91
<u>Integrated Transport Programme</u>						
53	Current Schemes	15,205.58	401.99	3,053.42	2,343.39	21,004.38
<u>Other Schemes</u>						
54	Southport Cycle Town	186.57	144.83	491.60	0.00	823.00
55	Old and Completing Schemes	0.00	0.00	6.66	0.00	6.66
Total Other Technical Services Schemes		186.57	144.83	498.26	0.00	829.66
1	2	3	4	5	6	7

EXPEND EXPEND IN 2009/10

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REF. NO.	PROJECT DESCRIPTION	TO	TO	FORECAST	FUTURE	TOTAL
		31.3.2009	30.09.09	BALANCE	EXPEND	COST
		£'000	£'000	£'000	£'000	£'000
<u>Provision for New Starts - Subject to Report</u>						
56	Block Allocations	0.00	0.00	0.00	3,355.17	3,355.17
TOTAL TECHNICAL SERVICES SCHEMES		17,658.85	1,583.34	7,844.72	11,563.20	38,650.11

Agenda Item 5

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 2nd DECEMBER 2009

SUBJECT: SECTION 116 HIGHWAYS ACT 1980 – PROPOSED STOPPING UP OF PUBLIC HIGHWAY – UN-NAMED AREA OF HIGHWAY LEADING FROM RAFTER AVENUE AND ADJOINING THE PROPERTY NUMBERED 7 RAFTER AVENUE, BOOTLE.

WARDS AFFECTED: NETHERTON & ORRELL

REPORT OF: R S WALDRON – ASSISTANT DIRECTOR
TRANSPORTATION AND DEVELOPMENT

CONTACT OFFICER: D. MARRIN – TRAFFIC SERVICES MANAGER – Ext. 4295
M. HUNTER – HIGHWAYS DEVELOPMENT CONTROL – Ext. 4240

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval for the Legal Director in conjunction with the Director of Planning and Economic Regeneration to make an application to the Magistrates Court for the stopping-up of un-named area of highway leading from Rafter Avenue and adjoining the property numbered 7 Rafter Avenue, Bootle, under the provisions of Section 116 of the Highways Act, 1980 following an application from One Vision Housing Association, under section 117 of the Highways Act 1980.

REASON WHY DECISION REQUIRED:

Cabinet Member authorisation is required before seeking an Order from the Magistrates Court. The application will enable the area to be closed for use by the general public.

RECOMMENDATION(S):

That : -

The Cabinet Member authorises the Director of Planning & Economic Regeneration and the Legal Director to request the Magistrates Court to make an Order under section 116 of the Highways Act 1980, for the stopping-up of un-named area of highway leading from Rafter Avenue and adjoining the property numbered 7 Rafter Avenue, Bootle, as detailed within the report and shown upon plan number DC0484 subject to the applicant bearing all costs associated with the application.

KEY DECISION: No

FORWARD PLAN: No

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

ALTERNATIVE OPTIONS:

There are no alternative options.

IMPLICATIONS:

Budget/Policy Framework: None

Financial: The applicant will meet the legal, technical and administrative cost of the stopping-up order.

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<u>CAPITAL EXPENDITURE</u>	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure	N/A			
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE EXPENDITURE</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources	No			
Funded from External Sources	Yes			
Does external funding have an expiry date? Y/N	No			
How will the service be funded post expiry				

Legal:

Risk Assessment: None

Asset Management: None

CONSULTATION UNDERTAKEN/VIEWS

None

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		✓

SECTION 116 HIGHWAYS ACT 1980 – UN-NAMED AREA OF HIGHWAY LEADING FROM RAFTER AVENUE AND ADJOINING THE PROPERTY NUMBERED 7 RAFTER AVENUE,

BOOTLE

1.0 Information / Background

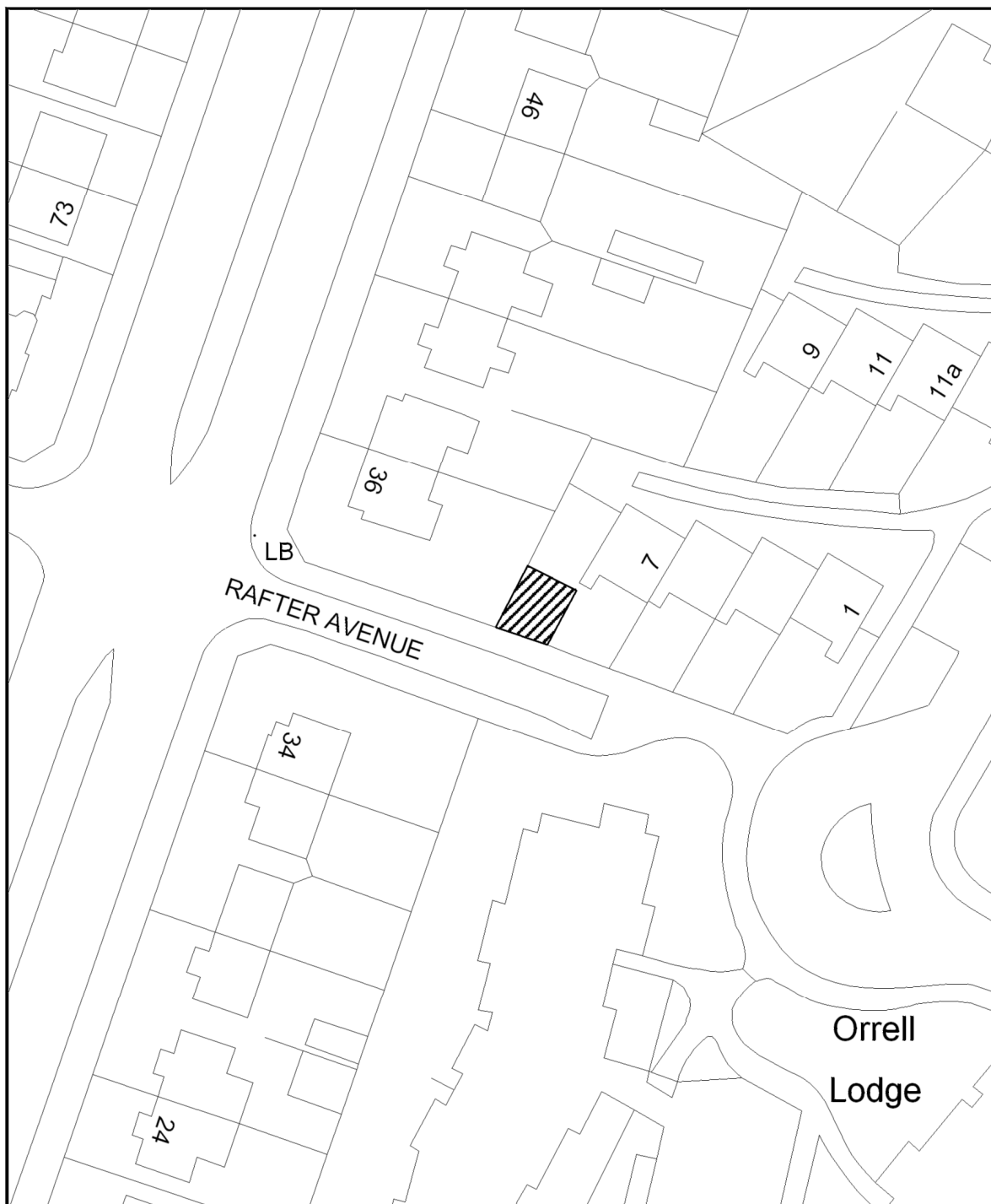
- 1.1 An application has been received from One Vision Housing Association for the stopping-up of an area of highway within the Borough, as shown upon the attached plan numbered DC0484.
- 1.2 The stopping-up application relates to an area of highway, which is considered unnecessary and which would be expedient for the Council to make an application to the Magistrate Court on the basis that there are at present or will be, a reasonable suitable alternative in place.
- 1.3 The justification/reasons for making the application to the Magistrates Court is to facilitate the area being enclosed for private garden area. The general public at large will still be able to use the existing public footway.
- 1.4 The Ward Councillors have been notified in respect of the application and have made no comment to-date.




2.0 s116 Highways Act 1980 Procedure and Magistrates Court Hearing

- 2.1 Under Section 117 of the Highways Act 1980, a person desiring a highway to be stopped-up may request the Highway Authority (in this case the Council) to make an application to the Magistrates Court for a stopping-up Order. If the request is granted the Council may as a condition, require the person to pay such costs, as it deems reasonable in connection with the application.
- 2.2 The Council must give 28 days notice of the Court Hearing specifically to adjoining owners/occupiers and statutory undertakers and in addition, must publish notices in a local newspaper, the London Gazette and also display a site notice.
- 2.3 Any person who receives the notice referred to above, or uses the highway or who would be aggrieved by the stopping-up, has a right to be heard at the Court Hearing of the application.
- 2.4 The Court may make the stopping-up Order if it appears that the highways are unnecessary for the public for the sort of lawful purposes for which the public could be reasonably expected to use that particular way. If there is evidence of such use the Court will need to be satisfied that the public are, or are going to be, provided with a reasonably suitable alternative way. If the Court makes the Order, its effect is to end the right of the public to use it as a highway.
- 2.5 It is considered in the case of the application detailed within this report, that it is appropriate for the stopping-Up Order to be requested from the Magistrates Court under s116 of the Highways Act 1980, for the reason outlined above.

Andy Wallis
Director of Planning and Economic Regeneration

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<p>SEFTON M.B.C.</p> 	<p>Stopping-up of Public Highway - Section 116 Highways Act 1980 Un-named area of highway leading from Rafter Avenue and adjoining the property numbered 7, Rafter Avenue, Bootle.</p> <p>Public highways to be stopped-up shown as: </p>			
<p>HIGHWAYS DEVELOPMENT CONTROL Andy Wallis Director of Planning & Economic Regeneration Magdalen House 30 Trimley Road Bootle, L20 3NU</p>	<p>Drawn By: MAH</p>	<p>Scale: NTS</p>	<p>Date: 02/11/09</p>	<p>Checked: BAM</p>
<p>Ward: Netherton & Orrell</p>		<p>OS: NA</p>	<p>Plan: DC0484</p>	
<p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution proceedings. Sefton Council, Licence No. 100018192, 2009</small></p>		<p>File: C0035</p>		

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REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 2 December 2009

SUBJECT: 2009/10 Local Transport Plan – Revised Transportation Capital Programme

WARDS AFFECTED: All Wards

REPORT OF: A. Wallis – Planning and Economic Regeneration Director

CONTACT OFFICER: R S Waldron, Assistant Director – Transport and Spatial Planning
0151 934 4235
K. Davies, Principal Officer LTP Co-ordination
0151 934 4260

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval to revise the funding allocations for individual schemes within the approved 2009/10 Local Transport Plan Transportation Capital Programme. The amended funding allocations will reflect the current financial and programme position for the 2009/10 Local Transport Plan Transportation Capital Programme. In addition, to seek approval for the revised Provisional 2010/11 Local Transport Plan Transportation Capital Programme in terms of the Integrated Transport and Highway Structures programmes contained within it.

REASON WHY DECISION REQUIRED:

Cabinet Member has delegated powers to approve the programme of schemes within the Local Transport Plan Transportation Capital Programme. The detail and funding profile of the programme has changed, due to changes to scheme cost estimates and project delivery timetables.

RECOMMENDATION(S):

It is recommended that:

- i) The revised 2009/10 Local Transport Plan Transportation Capital Programme be approved
- ii) The revised Provisional 2010/11 Local Transport Plan Transportation Capital Programme be approved in terms of the Integrated Transport and Highway Structures programmes contained within it subject to the approval of the 2010/11 Capital Programme by Cabinet.
- iii) Work to develop Sefton Council's asset management capability for its highway assets be approved subject to Cabinet approval for the inclusion of the Department for Transport funding into the 2009/10 Transportation Capital Programme.

KEY DECISION: No

FORWARD PLAN: Published

IMPLEMENTATION DATE: i.e. None

ALTERNATIVE OPTIONS:

There are no alternative options available.

IMPLICATIONS:

Budget/Policy Framework: i.e. None

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Financial: The programmes of expenditure identified within this report will be contained within the Local Transport Plan Transportation Capital allocation for 2009/10 as approved by Cabinet on the 26 February 2009.

<u>CAPITAL EXPENDITURE</u>	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure (subject to Cabinet approval)				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
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: None.

Risk Assessment: i.e. N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

- **Officers of the Planning Department**
- **FD - 229** - The Finance and Information Services Director has been consulted and his comments have been incorporated into 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	√		

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8	Children and Young People		√	
LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT				

Report to Cabinet Member – Technical Services of 18th June 2008 – “Revised Provisional 2009/10 and 2010/11 Local Transport Plan – Technical Services Programmes”
Report to Cabinet of 26th February 2009 – 2009/2010 – 20011/2012 Capital Programme
Report to Cabinet Member – Technical Services of 25th March 2009 – “2009/10 Local Transport Plan – Technical Services Capital Programme”
Report to Cabinet Member – Technical Services of 29th July 2009 – “2009/10 Local Transport Plan – Revised Transportation Capital Programme”

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1.0 Introduction

- 1.1 The Second Merseyside Local Transport Plan (LTP2) for 2006-2011 sets out a 5 year programme of investment to further develop an integrated sustainable transport network.
- 1.2 The Three Year Local Transport Capital Settlement for 2008/09 – 2010/11 as advised by Government Office North West on 27 November 2007, is divided into block allocations for Integrated Transport, Maintenance (Carriageways, Drainage, Bridges and Street Lighting) and Supplementary Schemes.
- 1.3 Transportation Capital Funding is received through the Council's Single Capital Pot settlement and Government Office North West advised in November 2007, that the Authority's 2009/10 Transportation Settlement was £4,873,000. In February 2009, the Department for Transport advised that Sefton Council had been awarded £793,000 for maintenance on the detrunked A565 for 2009/10. The Cabinet on the 26th February 2009, approved this total allocation of £5,666,000 to the Transportation Capital Programme.
- 1.4 In March 2009, the Department informed Sefton Council that they had been awarded a grant of £89,000 for maintenance on the detrunked A570. Cabinet approved the inclusion of this funding into the 2009/10 Transportation Capital Programme on 6 August 2009.
- 1.5 In February 2009, the Department for Transport informed Sefton Council that they had been awarded funding for 2008/09 and 2009/10 totalling £69.10k to develop their asset management capability for their highway assets. It is proposed that Cabinet Member – Technical Services approve this work being carried out subject to approval by Cabinet of the funding being included in the 2009/10 Transportation Capital Programme. This will be the subject of a separate report to Cabinet.
- 1.6 This report aims to clarify the current financial position of the 2009/10 Transportation Capital Programme and proposes amendments that will ensure that the Programme is balanced and on target to achieve the Single Capital Pot and direct grant allocations. The proposed revised Programme takes account of the latest cost estimates and makes provision for fees paid to Capita Symonds to carry out work within the partnership contract. The Programme also takes account of additional fee costs relating to Client Services.
- 1.7 This report also provides a revised provisional 2010/11 programme for Integrated Transport and a provisional Highway Structures programme for 2010/11 in order to illustrate continuity in the programmes from one year to the next and to provide two year forward plans in respect to both areas of work.

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2.0 2009/10 Transportation Capital Programme Allocation

2.1 Approval is sought for a revised 2009/10 Local Transport Plan Capital Programme based on approved funding:-

	2009/10	2010/11	Total
	£	£	£
<u>Integrated Transport</u>			
Block Allocation	2,768,000*		
2008/09 – carried forward	213,590		
SubTotal	2,981,590	0	2,981,590
<u>Maintenance</u>			
Carriageways	1,100,000*		1,100,000
Maintenance 2008/09 – carried forward	234,840		234,840
Maintenance – Detrunked A565	567,000*		567,000
Maintenance – Detrunked A570	89,000**		
Drainage – Detrunked A565	226,000*	226,000	452,000
Drainage Improvement	190,000*		190,000
Bridges	681,000*		681,000
Bridges 2008/09 – carried forward	96,560		96,560
Street Lighting	84,000*		84,000
Urban Traffic Control (UTC)	50,000*		50,000
Asset Management Funding	69,100***		69,100
SubTotal	3,387,500	226,000	3,613,500
<u>Hawthorne Rd</u>			
Prudential Borrowing - approved by Cabinet 24/1/08	104,430	1,000,000	1,104,430
2008/09 – carried forward	102,190	296,549	398,739
SubTotal	206,620	1,296,549	1,503,169
TOTAL	<u>6,575,710</u>	<u>1,522,549</u>	<u>8,098,259</u>

* Cabinet approved the total allocation of £5,666,000 to the Transportation Capital Programme on 26 February 2009.

** Cabinet approved the inclusion of a maintenance grant of £89,000 for the detrunked A570 from the Department for Transport into the Transportation Capital Programme on 6 August 2009.

*** The inclusion of funding of £69,100 from the Department for Transport into the 2009/10 Transportation Capital Programme is subject to approval by Cabinet.

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3.0 Hawthorne Road Supplementary Allocation

3.1 The proposed programme of spend for the Hawthorne Road scheme based on work programmes and the latest cost estimates is as shown below:

<u>05/06 Actual Expenditure</u>	£
Railway Bridge Improvements	236,800
Sub Total	236,800
<u>06/07 Actual Expenditure</u>	
Railway Bridge Improvements	636,190
Sub Total	636,190
<u>07/08 Actual Expenditure</u>	
Marsh Lane – Merton Road and Balliol Road to Borough Boundary (footway/carriageway maintenance)	281,150
Sub Total	281,150
<u>08/09 Actual Expenditure</u>	
Contribution to Canal Cycling Project	218,000
Railway Bridge – Harris Drive (footway/carriageway maintenance)	74,703
Sub Total	292,703
<u>09/10 Revised Budgeted Expenditure</u>	
Railway Bridge – Harris Drive (footway/carriageway maintenance)	137,951
Church Road to Railway Bridge (footway only)	68,669
Sub Total	206,620
<u>10/11 Programme</u>	
Harris Drive to Marsh Lane	1,446,549
Sub Total	1,446,549
<u>TOTAL</u>	<u>£3,100,012</u>

3.2 At the meeting of 24 January 2008 Cabinet approved the release of £300,000 in 2008/09 and £1m in 2009/10 to the programme from prudential borrowing for the Hawthorne Road scheme. Following a review of the Hawthorne Road Scheme, the release of the £1m from prudential borrowing intended in 2009/10 has been delayed until 2010/11 when the funding will be required to complete the scheme. The programme will also require the replacement from the Maintenance Block of £150k from the Hawthorne Road Supplementary Allocation utilised for highway drainage in 2005/06.

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- 3.3 A number of delays occurred in respect to the delivery of the scheme in 2008/09, which led to some slippage in expenditure resulting in £240,349 being carried forward into 2009/10 and £262,820 being carried forward into 2010/11. Based on the latest cost estimates, it is proposed that these figures are revised with £206,620 now being carried forward into 2009/10 and £296,549 being carried forward into 2010/11.
- 3.4 Available funding to complete the Hawthorne Road Supplementary scheme from 2009/10 onwards is as shown below:

<u>Hawthorne Road Supplementary</u>	2009/10	2010/11	Subject to future reallocation	Total
2008/09 – carried forward	206,620	296,549		503,169
Drainage Allocation for 2005/06 – (subject to reallocation from the Maintenance Block in future years)			150,000	150,000
Hawthorne Rd Supplementary Scheme – approved by Cabinet 24/1/08		1,000,000		1,000,000
Total	206,620	1,296,549	150,000	1,653,169

- 3.5 It is planned to deliver improvements to the Linacre Lane/Hawthorne Road junction subject to approval of the scheme by the Linacre and Derby Area Committee in conjunction with the delivery of the maintenance works on Hawthorne Road in 2010/11. The Hawthorne Road Supplementary Allocation will be utilised to fund elements of the maintenance work carried out as part of the junction improvements.
- 3.6 Any additional funding required to complete the overall project will be met from the Transportation Capital Programme allocation in 2010/2011 and Section 106 funding.

4.0 Thornton to Switch Island Link Scheme

- 4.1 The Thornton to Switch Island Link received Programme Entry as a major scheme in the Local Transport Plan process on the 15th September 2008. As a result, the scheme is now being progressed with completion on site programmed to be early in 2013. The scheme is being delivered through an Early Contractor Involvement (ECI) contract. Balfour Beatty and their design partner Jacobs have been appointed to deliver the scheme following Cabinet approval of their tender on 14th May 2009.
- 4.2 On 23rd September 2009, Cabinet Member – Technical Services was advised of a revised spend profile for the scheme. The spend profile was developed in

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conjunction with a revised delivery programme for the scheme. Cabinet was also advised of this revision to the spend profile as indicated below on 1st October 2009.

Year	Revised Spend Profile 1/10/09 £(m)
2007/08	0.000
2008/09	0.114
2009/10	1.122
2010/2011	0.712
2011/2012	1.949
2012/2013	2.015
Total	£5.912m

Further refinement of the scheme costs and cost profile is ongoing and this will continue to be reported to Members as the project progresses. The allocation of funding for the scheme remains within the amount allocated by Cabinet on 17 May 2007.

5.0 The 2009/10 and 2010/11 Provisional Integrated Transport Programmes

5.1 The proposed revised 2009/10 Integrated Transport Programme is set out in detail in Annex A. In addition, the proposed revised provisional 2010/11 Integrated Transport Programme is also set out in Annex A to illustrate continuity in the programme and to provide a two year forward plan. Detailed approval of the 2010/11 Integrated Transport Programme will be subject to the approval of the 2010/11 Capital Programme by Cabinet. Explanations are alphabetically referenced and given in the table below.

Scheme Explanations

A Completing Schemes/Retentions

It is proposed to reduce the allocation to fund final payments and retentions for completing schemes in 2009/10 from £30k to £10k.

B Sefton Lane Speed Management

It is proposed to reduce the allocation of £48k to £43k to fund final payments for the scheme in 2009/10, based on the latest cost estimate.

C Prescot Road/Bank Lane (Pear Tree Junction)

The development of the junction improvement scheme at Prescot Road/Bank Hall (Pear Tree Junction) is progressing well and, subject to final approval by the Sefton East Parishes Area Committee, it is planned to deliver this scheme over the two financial years 2009/10 and 2010/11.

D Scarisbrick New Road – Route Action

It is proposed to reduce the allocation to fund the delivery of improvements on Scarisbrick New Road between Town Lane and Eastbank Street and improvements to the Ash Street Junction from £228k to £193k in 2009/10 based on the latest cost estimates. In addition, £52k of funding from the UTC Upgrades Programme will enable further improvements to the Ash Street junction to be introduced. This scheme has been able to be progressed a year earlier than was originally planned and hence a provisional allocation of £200k for the scheme in 2010/11 is no longer required.

E Local Safety – Small Schemes

Based on the latest cost estimates, it is proposed to increase the allocation for small local safety schemes from £107k to £122.39k in 2009/10 in order to design and deliver of a number of safety improvement schemes at locations identified in the annual Pedestrian Crossing Review process. The funding will enable a total of 8 new pedestrian refuges to be introduced at locations where although problems have been identified they do not justify the installation of a full signalised crossing facility. The proposed locations are:

Coastal Road, Ainsdale (adjacent to the Sands PH)
Damfield Lane, Maghull (adjacent to Hall Lane)
Liverpool Road North, Maghull (junction with Dodds Lane) – 2 refuges
Stuart Road, Crosby (o/s no.92 – south of Cranmore Avenue)
Bispham Road, Southport (adjacent to Canning Road)
Gorse Lane, Litherland (adjacent to St Marks Grove)
Park Lane West, Netherton (adjacent to Leonard Cheshire Drive)

It is proposed to allocate £100k to fund the delivery of similar small local safety schemes in 2010/11.

F Lambshear Lane, Kenyons Lane, Maghull – Speed Management

Based on the latest cost estimate, it is proposed to reduce the allocation to design this speed management scheme from £16.50k to £13.62k. The scheme will introduce measures on Lambshear Lane and Kenyons Lane in Maghull that will reduce both vehicular speed and accidents caused by vehicles travelling at excessive speeds along this route. Subject to final approval by the Sefton East Parishes Area Committee it is planned to deliver this scheme in 2010/11.

G Portland Street Area – Local Safety

It is proposed to not contribute to the Portland Street scheme in 2009/10 as the previously approved allocation of £12k is no longer required for this financial year. It is proposed to provisionally allocate £150k to fund the delivery of local safety measures in the Portland Street Area in Southport in 2010/11. The delivery of these measures will be subject to approval by the Southport Area Committee.

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- H Cemetery Road, Southport – Route Action
It is proposed to provisionally allocate £150k to fund the delivery of safety measures on Cemetery Road in Southport in 2010/11. The delivery of these measures will be subject to approval by the Southport Area Committee.
- I Park Lane, Netherton – Route Action
It is proposed to allocate £12k in 2009/10 to fund the design of safety measures that will assist in reducing accidents on Park Lane in Netherton. This route was identified in the Urban Safety Management, Local Safety, and Speed Management Reviews as reported to Cabinet Member – Technical Services on 14 January 2009. The latest accident survey carried out between 1 July 2006 and 30 June 2009 identified the route as experiencing eighteen personal injury accidents over the three year period. Of these accidents, fourteen involved slight injuries, three were serious injuries and one involved a fatality.
- J Safety Schemes
It is proposed to provisionally allocate £150k to deliver additional safety schemes in Sefton in 2010/11. These schemes will be identified through the annual Local Safety Review process and identified in future reports to Cabinet Member – Technical Services.
- K Bridge Road/Devonshire Road Pedestrian Crossing
It is proposed to allocate £3k to fund final payments in respect to this pedestrian crossing that was completed in 2008/09.
- L Pedestrian Crossings
It is proposed to utilise the £60k provisionally allocated for pedestrian facilities in 2010/11, as approved by Cabinet Member – Technical Services on 18 June 2008, to assist in funding pedestrian crossing improvements to the Linacre Lane/Hawthorne Road junction subject to the scheme being approved by the Linacre and Derby Area Committee. The junction currently has no pedestrian facilities and was identified in the Urban Safety Management, Local Safety, and Speed Management Reviews as reported to Cabinet Member – Technical Services on 14 January 2009 as a single site that had experienced seven accidents over a three year period.
- M Area Accessibility Improvements
It is proposed to provisionally allocate £100k in 2010/11 to deliver accessibility improvements to a number of key sites throughout the Borough. Work is currently underway to introduce access improvements for pedestrians to the One-Stop Shop in Bootle in this financial year.
- N Formby Bridleway No 2 – Rights of Way scheme
It is proposed to increase the 2009/10 allocation for the scheme to upgrade an existing bridleway in the Formby area from £40k to £41k. This proposed revision is based on an updated cost estimate for the scheme.

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- O Wicks Lane, Formby
It is proposed to reduce the allocation for this Rights of Way scheme from £17.50k to £15k in 2009/10 based on the latest cost estimate.
- P Coastal Path – Hall Lane to Hightown
It is proposed to allocate £5k in 2009/10 to assist in the funding of an extension to the path by the Coastguard Station at Hall Lane. The scheme is also being funded by contributions from Sustrans and by Section 106 Agreements.
- Q Rights of Way Schemes
It is proposed to provisionally allocate £100k to fund the delivery of Rights of Way schemes throughout the Borough in 2010/11. These schemes will be identified in future reports to Cabinet Member – Technical Services.
- R Contribution to Wennington Road Cycle Scheme
It is proposed to cancel the allocation of £100k contribution to this Southport Cycle Town scheme as it will not now be progressed in this financial year and will remain under review for future years.
- S TransPennine Trail – Pontins Diversion
It is proposed to increase the allocation for this cycling scheme from £27k to £30k in this financial year based on the latest cost estimate. The scheme is also funded through the Southport Cycle Town initiative.
- T Contribution to Southport Cycle Town Projects
It is proposed to contribute £25k to Southport Cycle Town projects in 2009/10.
- U Cycling Schemes
It is proposed to provisionally allocate £100k to fund the delivery of cycling schemes throughout the Borough in 2010/11. These schemes will be identified in future reports to Cabinet Member – Technical Services.
- V Linacre Lane/Hawthorne Road Junction Improvements
It is proposed to reduce the allocation to fund the design of the junction at Linacre Lane and Hawthorne Road from £71k to £40k based on the latest cost estimates. It is also proposed to provisionally allocate £400k to fund the delivery of improvements to the junction of Linacre Lane and Hawthorne Road in 2010/11 subject to the scheme being approved by the Linacre and Derby Area Committee. The scheme will also require contributions from Section 106 Agreements and maintenance funding specifically to address the maintenance requirements in respect to the junction. The improvements to this junction will make a significant contribution both to the Housing Market Renewal Initiative (HMRI) and to pedestrian safety.
- W Chapel Street Pedestrianisation
It is proposed to increase the allocation to fund final payments for the Chapel Street pedestrianisation scheme from £42k to £50k in this financial year.

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- X Tulketh Street Public Realm Improvements
Based on the latest cost estimates, it is proposed to increase the allocation to fund the final payments for public realm improvements in Tulketh Street in Southport Town Centre from £53k to £59k in 2009/10.
- Y Southport Parking Signage
As a result of the tender prices received, it is proposed to increase the allocation to complete the final phase of improved parking signage in Southport Town Centre from £278k to £352.05k in 2009/10. The scheme when complete will provide a new system of car park signage for Southport incorporating both the park and ride sites and car parking in the town.
- Z Southport Commerce Park Bus Link
It is proposed to reduce the allocation to fund the final phase of works to improve access for local bus services for Southport Commerce Park from £140k to £120k in 2009/10 based on the latest cost estimates. The scheme will provide a short length of highway linking the existing White Moss Way with Town Lane. The Regional Development Agency and Merseytravel are also contributing financially to the scheme.
- A1 Kew Roundabout
It is proposed to provisionally allocate £50k in 2010/11 to consider the feasibility of options for increasing the capacity of the Kew Roundabout in future years to alleviate increased traffic flows resulting from the impact of new developments in the Kew Area.
- A2 Monitoring/LTP Development/Research
It is proposed to increase the allocation for Monitoring, LTP Development and Research from £27k to £77k in 2009/10 and provisionally increase the allocation from £17k to £29.71k in 2010/11. This will enable improvements to be made to the traffic monitoring systems throughout the Borough.
- A3 Liverpool City Region Model Development
It is proposed to reduce the allocation to fund Sefton's contribution to the further development of the Liverpool City Region (LCR) Strategic Transport Model from £20k to £15k in this financial year.
- A4 Advanced Design
It is proposed to reduce the allocation for Forward Planning Advanced Design from £101.58k to £98.58k in 2009/10. As previously reported, the Forward Planning Advanced Design Block contains allocations for a number of projects including the final payments in respect to three completed feasibility studies involving the Sefton Lane/Liverpool Road junction in Maghull, the junctions on Sefton Lane providing access to the Industrial Estate and the Bootle to Aintree Rail Line. It also includes an allocation to fund Sefton's commitment to a regional study considering multi modal access to the Port of Liverpool. It is proposed that further allocations are made from the Forward Planning Advanced Design Block to fund a feasibility study into possible improvements to the northernmost junction of

Aintree Retail Park with the A59 and to fund the completion of improved pedestrian links in Bootle Town Centre.

A5 UTC Upgrades

It is proposed to increase the allocation for the Urban Traffic Control (UTC) Upgrades Block from £200k to £400k in 2009/10 in order to enable important improvements to be made to UTC system throughout the Borough in this financial year. Upgrading the Ash Street/Scarisbrick New Road junction is one of the measures identified in the programme with an estimated cost of £52k.

A6 A565 Route Management Study

It is proposed to decrease the allocation for the A565 Route Management Study in 2009/10 from £300k to £100k and provisionally increase the allocation in 2010/11 from £300k to £500k. This will allow scheme options to be fully investigated and developed in consultation with Members this financial year with the aim of delivering a comprehensive programme of improvement measures for the A565 in 2010/11. In addition, Sefton Council has been successful in securing £155k of additional funding from Merseyside Congestion Funding in 2009/10, which will enable measures to reduce congestion to be introduced on the A565 in this financial year.

A7 Maghull Public Realm Improvements

It is proposed to provisionally allocate £50k in 2010/11 to fund public realm improvements in Maghull.

A8 Client Services

It is proposed to make a provision of £31.87k in 2009/10 and £40.29k in 2010/11 to fund additional fees relating to Client Services.

5.5 Delays to the progress of schemes are inevitable as detailed design and consultation is undertaken, and approvals sought. Consequently some schemes may not be able to progress within the priority originally proposed. Hence, as in previous years a small degree of over programming (£20,420) is proposed although all spend will be contained within the 2009/10 Transportation Capital Programme. Progress will be monitored on a monthly basis and adjustments reported for approval during the financial year.

5.6 Ward Councillors and Area Committees will be consulted and requested to approve the detail design of all schemes in accordance with the Council's Constitution and approved protocols.

6.0 Highway Structures Maintenance Programme

6.1 The proposed revised Structures Maintenance Programme covering the whole Borough for 2009/10 is set out in detail in Annex A. In addition, the proposed provisional 2010/11 Structures Maintenance Programme is also set out in Annex A to illustrate continuity in the programme and to provide a two year forward plan. Detailed approval of the 2010/11 Highway Structures Maintenance

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Programme will be subject to the approval of the 2010/11 Capital Programme by Cabinet. Explanations are alphabetically referenced and given in the table below.

A9 Assessment (Retaining Walls)

It is proposed to allocate £5k in 2009/10 to fund an assessment of the retaining walls on Southport Road Bridge.

B1 Parapet Strengthening

It is proposed to increase the allocation from £0.30k to £30k in 2009/10 and to provisionally allocate £75k in 2010/11 to fund parapet strengthening works at Merton Road Bridge and Ledsons Canal Bridge.

B2 Waterloo Railway Bridge

It is proposed to reduce the allocation to fund final payments in respect to Waterloo Railway Bridge from £8k to £2k in 2009/10 based on the latest cost estimates.

B3 Poverty Lane Footbridge

It is proposed to reduce the allocation for Poverty Lane Footbridge from £143k to £110k in 2009/10 based on the latest cost estimates and to provisionally allocate £1.2k to fund final payments in respect to the scheme in 2010/11.

B4 Millers Bridge

It is proposed to increase the allocation to part fund assessment and design work carried out by Network Rail for Millers Bridge from £20k to £24k in 2009/10 based on the latest cost estimate. A financial contribution is currently being sought from the Department for Transport to fund parapet strengthening works on the structure in future years.

B5 Network Rail Structures

It is proposed to allocate £6k to part fund assessment work carried out by Network Rail for Sussex Road Bridge in 2009/10.

B6 St. Lukes Road Bridge

It is proposed to maintain the allocation for St Lukes Road Bridge at £530k in 2009/10 and provisionally allocate £472.889k to part fund strengthening work to the structure in 2010/11 – see section 7.

B7 Other Highway Structures Schemes

It is proposed to provisionally allocate £200k to delivering other Highway Structures schemes throughout the Borough in 2010/11. These schemes will be identified in future reports to Cabinet Member – Technical Services.

B8 Capita Fees

It is proposed to allocate £29.10k in 2009/10 and provisionally allocate £30k in 2010/11 to fund fees involved in carrying out the work undertaken within the Capita Symonds Contract.

B9 Client Services

It is proposed to allocate £5.38k in 2009/10 and provisionally allocate £3k in 2010/11 to fund additional fees relating to Client Services.

- 6.2 This programme is subject to change if higher priorities are identified following inspections and Network Rail assessment results. A small element of over programming (£1,010) is proposed to assist with the management of the budget. Any necessary adjustment to the programme will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

7.0 St Lukes Road Bridge

- 7.1 St Lukes Road Bridge in Southport has experienced major structural problems for a number of years, which were managed by the Council in conjunction with Network Rail. The bridge assessment process identified serious weaknesses of the structure associated with the pavement areas and parapet beams. Following a risk assessment bollards were introduced at the kerb edges to reduce / prevent accidental wheel loading of these suspect areas whilst further detailed surveys and a more rigorous structural analysis was undertaken. In carrying out this analysis, Network Rail identified additional problems with other areas of the bridge structure with additional Health & Safety concerns to both Highway and Railway users in the medium term unless structural works were undertaken. Failure to carry out these works would necessitate the imposition of a three tonne gross vehicle weight restriction on the structure with diversion routes set up for vehicles exceeding that weight.
- 7.2 The required structural works will require railway track possessions which usually require a minimum of 2 years notice. Network Rail has advised the Council of a track possession opportunity, commencing in February 2010. It will also be necessary to close the road for 10 to 12 weeks and implement a traffic management diversion plan in order to minimise the impact of the road closure on the local highway network.
- 7.3 The indicative cost estimate for the scheme was £2.095m. However, following detailed design and a Tender Review the cost estimate for the scheme has reduced to £1,398,753 funded by contributions of £1,190,440 from the Local Transport Plan and £208,313 from Network Rail. It is proposed to carry out the works commencing in February 2010 and to fund the scheme over a three year period using Local Transport Plan funding as indicated below:

	£
<u>2008/09 Programme</u>	
Bridges Programme	87,551
Sub Total	87,551
<u>2009/10 Programme</u>	
Bridges Programme	530,000

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Integrated Transport (contribution)	100,000
Sub Total	630,000
2010/11 Programme	
Funded from Local Transport Plan – Bridges Programme	472,889
Sub Total	472,889
Local Transport Plan Contribution Total	1,190,440
Network Rail Contribution	208,313
Network Rail Contribution Total	208,313
Scheme Total	£1,398,753

8.0 Highway Maintenance and Street Lighting Maintenance Programmes

8.1 The proposed revised 2009/10 Highway Maintenance and Street Lighting Maintenance Programme covering the whole Borough is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

Scheme Explanations

C1 Park Lane, Netherton

It is proposed to increase the allocation for this maintenance scheme from £20.10k to £26.24k in 2009/10 to reflect the latest scheme cost estimate.

C2 Bulwer Street, Bootle

It is proposed to increase the allocation for this maintenance scheme from £45k to £47.20k in 2009/10 to reflect the latest scheme cost estimate.

C3 Altcar Lane, Formby

It is proposed to increase the allocation for this maintenance scheme from £40k to £56.53k in 2009/10 to reflect the latest scheme cost estimate.

C4 A565 Rimrose Road, Seaforth

It is proposed to increase the allocation for this maintenance scheme from £4k to £4.93k in 2009/10 to reflect the latest scheme cost estimate.

C5 A565 Formby Bypass, Tesco

It is proposed to increase the allocation for the final payments for this maintenance scheme from £3k to £4.44k in 2009/10 to reflect the latest scheme cost estimate.

C6 A59 Damfield Lane to Northway

It is proposed to increase the allocation for this maintenance scheme from £128k to £128.83k in 2009/10 to reflect the latest scheme cost estimate.

C7 Capita Fees

It is proposed to allocate £113.77k in 2009/10 to fund fees involved in carrying out the work undertaken within the Capita Symonds Contract.

C8 Client Services

It is proposed to allocate £21.37k in 2009/10 to fund additional fees relating to Client Services.

8.2 Any necessary adjustment to the revised programme will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

8.3 The 2010/11 Highway Maintenance and Street Lighting Maintenance Programme will be developed based on the Prospective Programmes for 2010/11 as reported to Cabinet Member – Technical Services on 25 March 2009.

9.0 Urban Traffic Control (UTC) Maintenance

9.1 On 25 March 2009, Cabinet Member – Technical Services approved the allocation of £50k to Urban Traffic Control Maintenance in 2009/10 in order to address a number of identified maintenance issues. This funding will assist in maintaining the flow of traffic on the local highway network within the Borough. As previously reported, the funding will contribute towards new ducting for Manchester Road/Queens Road in Southport and Lulworth Road/Weld Road in Birkdale as these two schemes have been identified as the key priorities in the Borough for UTC maintenance work. Approval will be sought from Cabinet Member for any future amendments to the programme.

10.0 Drainage Programme

10.1 On 29 July 2009, Cabinet Member – Technical Services approved a revised programme of carriageway drainage works funded from the 2009/10 LTP Transportation Capital Programme. Approval will be sought from Cabinet Member for any future amendments to the programme

10.2 The Drainage Programme for 2009/10 is set out in detail in Annex A. Explanations are alphabetically referenced and given in the table below.

Scheme Explanations

C9 Capita Fees

It is proposed to allocate £50.00k in 2009/10 to fund fees involved in carrying out the work undertaken within the Capita Symonds Contract.

D1 Client Services

It is proposed to allocate £5.00k in 2009/10 to fund additional fees relating to Client Services.

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10.3 An element of over programming (£91.88k) is proposed to assist with the management of the Highway Maintenance, Street Lighting and Drainage programmes. Both the Highway Maintenance and Drainage Programmes include provisions for fees for Capita to carry out work within the contract and for Client Services costs. Any necessary adjustment to the programmes will be reported to future Cabinet Member meetings and all spend will be contained within the 2009/10 Transportation Capital Programme.

11.0 Conclusion

11.1 The revised programmes identified for Integrated Transport, highway Maintenance, Street Lighting, Highway Structures Maintenance, UTC and Drainage can be accommodated within the overall approved 2009/10 LTP Transportation Capital Programme.

11.2 All spend will be contained within the 2009/10 LTP Transportation Capital Programme.

11.3 The proposed provisional 2010/11 programmes for Integrated Transport and Highway Structures and the schemes identified within them will ensure that significant improvements continue to be made in respect to local safety, accessibility, maintenance and the promotion of more sustainable travel options such as walking and cycling.

2009/2010 LOCAL TRANSPORT PLAN CAPITAL PROGRAMME

ANNEX A

INTEGRATED TRANSPORT BLOCK

Notes	Project Description	2009/10 Approved Allocation	2009/10 Revised Allocation	2010/11 Approved Provisional Allocation	2010/11 Revised Provisional Allocation
		July 2009 £000's	Dec 2009 £000's	June 2008 £000's	Dec 2009 £000's
Previous Years					
A	Completing Schemes/Retentions	30.00	10.00	50.00	50.00
	Total	30.00	10.00	50.00	50.00
Safety Programme					
	Mount Pleasant/Oxford Rd, Waterloo	2.00	2.00	0.00	0.00
	Preston New Road – Speed Management and Cycling	1.00	1.00	0.00	0.00
B	Sefton Village – Speed Management	48.00	43.00	0.00	0.00
C	Pear Tree Junction	330.00	330.00	20.00	120.00
	Southport Rd/Bailey Drive, Bootle	55.00	55.00	0.00	0.00
	Southport Rd, Lydiate	170.00	170.00	0.00	0.00
D	Scarisbrick New Rd, Southport	228.00	193.00	200.00	0.00
E	Local Safety – Small Schemes	107.00	122.39	150.00	100.00
F	Lambshear Lane/Kenyons Lane, Maghull	16.50	13.62	0.00	150.00
G	Portland Street Area, Southport	12.00	0.00	0.00	150.00
H	Cemetery Road, Eastbourne Road, Southport	12.00	12.00	0.00	150.00
I	Park Lane, Netherton – Route Action	0.00	12.00	0.00	0.00
J	Safety 2010/11 Schemes (to be identified)			223.00	150.00
	Safety Programme Total	981.50	954.01	593.00	820.00
Pedestrian & Access Programme					
	Pedestrian Crossing Review Prog:				
K	Bridge Road/Devonshire Road, Crosby – ped crossing	0.00	3.00	0.00	0.00
	Liverpool Road North, Maghull – ped crossing	2.50	2.50	0.00	0.00
L	Ped Crossings – Future Years Schemes	0.00	0.00	60.00	0.00

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	Dropped Crossings Programme	30.00	30.00	30.00	30.00
M	Area Accessibility Improvements	50.00	50.00	220.00	100.00
N	Formby Bridleway No 2	40.00	41.00	0.00	0.00
O	Wicks Lane, Formby	17.50	15.00	0.00	0.00
	Eight Acre Lane, Formby	17.50	17.50	0.00	0.00
P	Coastal Path – Hall Lane to Hightown ROWIP	0.00	5.00	0.00	0.00
		13.00	13.00	0.00	0.00
Q	Right Of Way 2010/11 Schemes (to be identified)	0.00	0.00	100.00	100.00
	Pedestrian & Access Programme Total	170.50	177.00	410.00	230.00
<u>Cycling</u>					
R	Contribution to Wennington Road scheme	100.00	0.00	0.00	0.00
S	TransPennine Trail – Pontins Diversion	27.00	30.00	0.00	0.00
T	Contribution to Southport Cycle Town Projects	0.00	25.00	0.00	0.00
U	Cycling 2010/11 Schemes (to be identified)	0.00	0.00	100.00	100.00
	Cycling Block Total	127.00	55.00	100.00	100.00
<u>Travel Awareness & Education</u>					
	Contribution to Merseyside Programme	30.00	30.00	30.00	30.00
	Bike It Initiative (contribution)	8.00	8.00	8.00	8.00
	Travel Awareness	8.00	8.00	8.00	8.00
	Cycling and Health Education and Promotion	30.00	30.00	30.00	30.00
	Walking Initiatives	10.00	10.00	10.00	10.00
	School Travel Plans	12.00	12.00	12.00	12.00
		80.00	80.00	80.00	80.00
	Travel Awareness & Education Total	178.00	178.00	178.00	178.00
<u>Bootle</u>					
V	Linacre Lane/Hawthorne Road Junction Imps	71.00	40.00	300.00	400.00
	Bootle Total	71.00	40.00	300.00	400.00
<u>Southport</u>					
	Kew Park and Ride	38.00	38.00	15.00	15.00
	Kew Park and Ride Bus Service Improvements	0.50	0.50	0.00	0.00
W	Chapel Street Pedestrianisation	42.00	50.00	10.00	0.00
X	Tulketh Street Public Realm Improvements	53.00	59.00	0.00	0.00
	Town Centre to Seafront Linkages Neville Street	0.00	00.00	0.00	00.00

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	London St/Hoghton St	9.00	9.00	0.00	0.00
Y	Southport Parking Signage	278.00	352.05	0.00	0.00
	Southport Pedestrian Signage	17.00	17.00	0.00	0.00
Z	Southport Commerce Park Bus Link	140.00	120.00	0.00	0.00
A1	Kew Roundabout	0.00	0.00	100.00	50.00
	Total	577.50	645.55	115.00	65.00
Forward Planning					
A2	Monitoring/LTP Development/Research	27.00	77.00	17.00	29.71
A3	Liverpool City Region Model Development	20.00	15.00	0.00	20.00
	AIP Investigations	40.00	40.00	40.00	40.00
	LTP Co-ordination	40.00	40.00	40.00	40.00
A4	Forward Planning Advanced Design	101.58	98.58	120.00	100.00
A5	UTC Upgrades Programme	200.00	400.00	200.00	0.00
A6	A565 Route Management Study	300.00	100.00	300.00	500.00
	Waterloo Interchange	20.00	20.00	0.00	0.00
	Community Transport (contribution)	20.00	20.00	20.00	20.00
A7	Maghull Public Realm Improvements	0.00	0.00	200.00	50.00
	Total	768.58	810.58	937.00	799.71
St Lukes Road Bridge					
	Contribution to St Lukes Road Bridge	100.00	100.00	0.00	0.00
	Total	100.00	100.00	0.00	0.00
Provision for Client Services					
A8	Client Services	0.00	31.87	0.00	40.29
	Total	0.00	31.87	0.00	40.29
TOTAL INTEGRATED TRANSPORT PROGRAMME 2009/10		3004.08	3002.01	2683.00	2683.00
Integrated Transport Block Funding:					
	2009/10 LTP Block Allocation	2768.00		2010/11 Indicative LTP Block Allocation as advised by GONW but not approved by Cabinet	2683.00
	2008/09 Carried forward	213.59			
	Total	2981.59	2981.59		2683.00

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BRIDGES PROGRAMME

	Project Description	2009/10	2009/10	2010/11
		Approved	Revised	
		Allocation	Allocation	Provisional
		July 2009	Dec 2009	Allocation
		£000's	£000's	Dec 2009
				£000's
Assessment & Inspections				
A9	Principal Bridge Inspections Assessment (Retaining Walls)	33.00	33.00	33.00
			5.00	0.00
Structural Maintenance & Strengthening				
B1	Parapet Strengthening Bedford Place Bridge	0.30	30.00	75.00
	Replacement	1.50	1.50	0.00
B2	Waterloo Railway Bridge – Strengthening/Refurbishment	8.00	2.00	0.00
	Everton View Footbridge Replacement	1.39	1.39	0.00
	Dunnings Bridge Culvert Repairs	0.50	0.00	0.00
	Hillside Station Bridge Painting	1.20	1.20	0.00
B3	Poverty Lane Footbridge Replacement	143.00	110.00	1.20
B4	Millers Bridge	20.00	24.00	0.00
B5	Network Rail Structures	0.00	6.00	0.00
B6	St Lukes Road Bridge	530.00	530.00	472.889
B7	Other Schemes for 2010/11 (to be identified)	0.00	0.00	200.00
B8	Capita Fees	39.40	29.10	30.00
B9	Client Services Costs	4.40	5.38	3.00
TOTAL BRIDGES PROGRAMME 2009/10		782.90	778.57	815.089
Bridges Block Funding:				
2009/10 LTP Block Allocation		681.00	681.00	
2008/09 Carried forward		96.56	96.56	
Total		777.56	777.56	

MAINTENANCE PROGRAMME

	Project Description	2009/10 Approved Allocation July 2009 £000's	2009/10 Revised Allocation Dec 2009 £000's
Carriageway Resurfacing/Overlay)			
	Back Dover Road, Maghull	0.80	0.80
	Downside Close, Netherton	0.60	0.60
	Shellfield Road, Southport	51.00	51.00
	Islington, Crosby	129.00	129.00
C1	Park Lane, Netherton	20.10	26.24
	Kirkstone Road South, Litherland	72.00	72.00
	Marine Drive, Southport	67.00	67.00
	Sterrix Lane, Litherland	85.00	85.00
	Kendal Drive, Maghull	58.00	58.00
	Fairways, Crosby	15.00	15.00
	Mayfair Avenue, Crosby	36.00	36.00
C2	Bulwer Street, Bootle	45.00	47.20
	Banastre Road, Southport	85.00	85.00
	Appleby Drive, Netherton	29.00	29.00
	Greenheys Drive, Netherton	40.00	40.00
	Harrowby Road, Seaforth	35.00	35.00
	Woodlands Road, Seaforth	23.00	23.00
	St Georges Grove, Netherton	22.00	22.00
C3	Altcar Lane, Formby	40.00	56.53
	Thackery Gardens, Litherland	75.00	75.00
	Prescot Road, Melling	10.00	10.00
	Parkfield Avenue, Aintree	31.00	31.00
	Raymond Avenue, Aintree	50.00	50.00
	Abbeystead Avenue, Aintree	39.00	39.00
	Gately Drive, Maghull	14.00	14.00
	Yew Tree Green, Melling	10.00	10.00
	Gregsons Avenue, Formby	28.00	28.00
	Ecclesall Avenue, Litherland	35.00	35.00
	Northway, Maghull	17.00	17.00
	Ridgeway Drive, Lydiate	25.00	25.00
	Matlock Avenue, Southport	5.00	5.00
	Third Avenue, Crosby	7.00	7.00
Street Lighting			
	Marine Terrace, Waterloo	46.00	46.00
	Aylward Place, Bootle	41.00	41.00
De Trunked			
C4	A565 Rimrose Road, Seaforth	4.00	4.93
C5	A565 Formby Bypass Tesco	3.00	4.44
C6	A59 Damfield Lane to Northway	128.00	128.83
	A565 Knowsley Rd to Crosby Flyover	67.00	67.00

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	A565 Crosby Flyover	180.00	180.00
	A565 Cambridge Road	73.00	73.00
	A565 Crosby Flyover to Knowsley Rd	76.00	76.00
	A59 Switch Island	48.00	48.00
	A59 Kenyons Lane	46.00	46.00
	A59 The Alt	31.00	31.00
	A570 Boundary to Kew	89.00	89.00
C7	Capita Fees/Client Services Costs	161.46	113.773
C8	Client Services Costs	17.94	21.377

CARRIAGEWAY MAINTENANCE PROGRAMME	2210.90	2194.72
2009/10 - Figures shown in £000's		

DRAINAGE PROGRAMME 2009/10

Project Description	2009/10 Approved Allocation July 2009	2009/10 Revised Allocation Dec 2009
	£000's	£000's
Scarisbrick New Road	60.00	60.00
Wango Lane	80.00	80.00

De Trunked

	A565 Liverpool Road/Lady Green Lane/Moor Lane	193.00	193.00
C9	Capita Fees	29.34	50.00
D1	Client Services costs	3.26	5.00

DRAINAGE PROGRAMME	365.60	388.00
2009/10 - Figures shown in £000's		

UTC MAINTENANCE PROGRAMME 2009/10

Project Description	2009/10 Approved Allocation July 2009	2009/10 Revised Allocation Dec 2009
	£000's	£000's

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Manchester Road/Queens Road Junction	25.00	25.00
Lulworth Road/Weld Road Junction	25.00	25.00
UTC MAINTENANCE PROGRAMME 2009/10	50.00	50.00

TOTAL HIGHWAY MAINTENANCE PROGRAMME 2009/10- Figures shown in £ 000's	2626.50	2632.72
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Total Maintenance Block Funding:	2009/10	2009/10
Carriageways	1100.00	1100.00
Carriageways (2008/09) – carried forward	234.84	234.84
Carriageways – Detrunked A565	567.00	567.00
Carriageways – Detrunked A570	89.00	89.00
Drainage – Detrunked A565	226.00	226.00
Drainage Improvement	190.00	190.00
Street Lighting	84.00	84.00
Urban Traffic Control	50.00	50.00

Total **2540.84** **2540.84**

2010/11

2010/11 Indicative LTP Block Allocation as advised by GONW but not approved by Cabinet

2421.00

Other

Other Schemes	2009/10 Approved Allocation July 2009	2009/10 Revised Allocation Dec 2009
	£000's	£000's
Thornton Switch Island Link	1478.00	1122.00
Supplementary – Hawthorne Road	240.349	206.620

2010/11 Provisional Allocation Dec 2009
£000's
712.00
1446.549

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REPORT TO: Cabinet Member – Technical
Cabinet Member – Environmental
Cabinet Member - Regeneration
Cabinet

DATE: 2nd December 2009
16th December 2009
16th December 2009
17th December 2009

SUBJECT: Potential Funding Opportunity 1- Energy Efficiency & Renewable
Energies in Social & Low Income Housing

WARDS AFFECTED: All Wards

REPORT OF: Alan Moore, Deputy Chief Executive and Strategic Director
Andy Wallis – Planning and Economic Regeneration Director

CONTACT OFFICER: Mo Kundi X3447

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the resources being made available under the North West Operational Plan for improving energy efficiency and the installation of renewable energies in social and low income housing in Merseyside, and to seek Members' views on Sefton Council being the accountable body for a sub-regional project.

REASON WHY DECISION REQUIRED:

For Sefton to take on the financial and legal responsibility of being an accountable body for a sub-region project requires Cabinet approval.

RECOMMENDATION(S):

That Cabinet Members for Technical, Environmental and Regeneration:-

1. Note the report, and that the

Cabinet:-

2. Note the Expression of Interest submitted to North West Regional Authority, and
3. Support the principle of Sefton Council being the accountable body for this sub-regional bid, subject sufficient external funding being made available for the management of the project, and Cabinet approval.

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: After the call in period

ALTERNATIVE OPTIONS:

Some legislation is already in place, and more is planned, which will impose statutory duty on local authorities to take action to address the adverse impact of climate change. By

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taking advantage of the ERDF funding being made available, and being an accountable body for the sub-region project provides a unique opportunity to progress both the climate reductions, and low carbon economy agenda.

IMPLICATIONS:

Budget/Policy Framework:

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

<u>CAPITAL EXPENDITURE</u>	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
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

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS
Technical Services
Environmental Services
Leisure and Tourism
Legal
Finance

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	/		

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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 Leaders Group meeting on 19 th November 2009

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1.0 Background

- 1.1 Members may be aware of a report entitled 'The Development Low Carbon Economy in response to Climate Change, being presented to Cabinet Member Environment (18th November 2009), Cabinet Member Technical Services (18th November 2009), Cabinet Member Regeneration (23rd November 2009), and the Cabinet on 25th November 2009.
- 1.2 The report sets out the various national climate change legislation and regulations that will impose statutory duties and obligations on local authorities to tackle climate change by introducing low carbon policies and practices in housing, transport, regeneration, environmental protection, planning and other key services. Local authorities are also expected to play an important role in raising awareness and influencing change more widely by working with its partners and stakeholders.
- 1.3 The UK Government is committed to reducing carbon emissions by 34% on 1990 levels by 2020, and 80% by 2050.
- 1.4 Reference was also made in the Cabinet report that carbon reduction commitment must lead to a reduction in CO₂ from buildings within the Council, workplaces, and the domestic housing stock across social and private rented sectors plus owner occupied. Energy efficiency measures will be extremely important as they can account for up to 40% of the required CO₂ reduction targets.
- 1.5 Central Government has recognised this and is currently making available £7 billion between 2008-11 through the following energy efficiency programmes:-
 - Energy supplier/generator obligations of the Carbon Emissions Reduction Target (£2.8 billion)
 - Community Energy Saving Programme (CESP) (£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).
- 1.6 In addition to the above, and as part of the European Economic Recovery Plan, the European Commission has also agreed to allow up to 4% (£29 million) of ERDF Programme resources to be devoted to domestic energy efficiency and renewable actions. In August 2009, the Department for Communities and Local Government issued the guidance that measures should be directed at existing social housing as defined in Articles 68 – 70 of the Housing and Regeneration Act 2008.
- 1.7 Article 68 of the Housing and Regeneration Act 2008 defines social housing as:-
 1. low cost rental accommodation and
 2. low cost home ownership accommodation

In the case of (1), accommodation is low cost rental if:-

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- (a) it is made available for rent
- (b) the rent is below market rate, and
- (c) the accommodation is made in accordance with rules designed to ensure that it is made available to people whose needs are not adequately served by the commercial housing market

In the case of (2), accommodation is low cost home ownership if:-

- (a) the accommodation is occupied, or made available for occupation, in accordance with shared ownership arrangements, equity percentage arrangements, or shared ownership trusts: and
- (b) the accommodation is made available in accordance with rules designed to ensure that it is made available to people whose needs are not adequately served by the commercial housing market.

1.8 In response to the above, the Regional Development Agency, had issued a call for the submission of a sub-regional bid that seeks to directly stimulate the market for low carbon and environmental technologies and renewable energies via their application within existing social and low income housing. As the deadline for the submission of Expression of Interest was 9th November 2009, officers from the five local authorities, plus Halton, and representatives from local universities, RSLs, and Utilities have submitted a proposal, a copy of which is attached. Briefly the project will address the following:-

1. Physical housing improvement works to reduce CO2 emissions:
 - ◆ Partners will be commissioned to deliver elements of the targets to ensure complementarity and reduced risk on programme delivery
 - ◆ Large scale innovative programmes of work to tackle hard to treat properties all across Merseyside will be funded (e.g. external wall insulation and ground or air source heat pumps as appropriate to upgrade “No fines Wimpey” housing stock)
 - Diversity of tenures will be tackled although most will be targeted at reaching the private rented and social landlord sector
 - Diversity of measures (including all appropriate microgeneration technologies, upgrading low carbon emission heating technologies and a variety of solid wall insulation technologies). Particular consideration will be given here to measures that have the best change of success in the North West given the current or potential regional strengths, e.g. high efficiency lighting, solar thermal or biomass as evidenced by the NWDA and Envirolink Northwest.
2. Developing small-to-medium sized enterprises (SMEs) and the local supply chain:
 - ◆ Development programmes for upskilling existing trades people to future-proof them to changing markets for safeguarding jobs
 - ◆ Developing capacity of existing SMEs through awareness and guidance of required public sector standards. Additionally opportunity will be through greater markets and generating opportunities for long-term employment and business growth.
 - ◆ Integration with other schemes with particular reference to Future Jobs Fund

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3. Growing the market for a low carbon economy through renewables and energy efficiency:
 - ◆ Raising awareness of and demand for technologies among the public, commissioners and designers will raise demand for Low Carbon and Environmental Goods and Services (LCEGS)
 - ◆ Pump priming the market with these hard to treat technologies will create a local industry base and legislature in the sub-region ready to deliver forthcoming agendas such a Home Energy Saving Strategy (due to start in 2013)
 - ◆ Stimulating the existing low carbon economy will attract more investment and interest in this area for new and emerging SMEs as this funding will attract an estimated £15 million of which up to a possible £11 million will be submitted as match funding from the utilities such as that proposed in the partnership between British Gas and Knowsley Council under the CESP
 4. Evaluation and local learning:
 - ◆ Use of local universities and local enterprises for both new research and evaluation of programmes
 5. Engage with the private landlord sector to complement the ongoing work on a sub-regional accreditation scheme.
- 1.9 The result of the submitted Expression of Interest is expected on 30th November 2009, the outcome of which will be reported verbally at the meeting.

2.0 Comments

- 2.1 If approved by the Regional Development Agency, this project has the potential to kick-start the carbon reduction agenda, particularly by addressing hard to reach residential properties, and at the same time commence the process of developing local SMEs and supply chains for the future. This would safeguard existing jobs and create new job opportunities.
- 2.2 The Expression of Interest submitted does not state who the accountable body should be for this project. Members may be aware that currently Sefton and Wirral are the only two authorities that do not manage a sub-regional project, although under the previous Objective 1 Programme, Wirral was the accountable body for the Mersey Waterfront Programme.
- 2.3 Members may also be aware that under the Objective 1 Programme, Sefton Council was the only authority to have an Action Plan within the sub-region, whereby the authority to appraise, assess, control, manage, and deliver projects was delegated to Sefton by the Government Office. As a result significant experience and expertise exists within the Council to undertake this new project, although the scale and geographical spread would be significantly bigger, and would require additional resources. The ERDF monies could be used for the administration of the bid, and the Consortia as agreed this as a practical way forward. It is estimated this is likely to be in the region of £0.5 million to £1.0 million over five years.
- 2.4 Taking on the accountable body status will, however impose financial and legal responsibilities on the authority. As with other local authorities responsible for delivering sub-regional projects, legal agreements and SLAs would have to be

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agreed with all partners, and the delivery of activities relating to the project would have to be pro-actively managed, and co-ordinated.

- 2.5 Notwithstanding the above, the benefits of Sefton Council being the accountable body would allow the authority to develop expertise and experience in areas, which are likely to offer significant economic and social benefits as well as address the climate change, and low carbon economy agenda.

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Expression of Interest (Energy Efficiency and Renewable Energy in Social and Low Income Housing specific call)

Please refer to the enclosed guidance note when completing this form.

NWDA office use only	Project reference number:	
----------------------	---------------------------	--

1. Applicant details:

Contact Name:	David Colbourne		
Position in Organisation:	Sustainable Energy Officer		
Organisation:	Sefton Council		
Address inc Post Code:	4 th floor Magdalen House, Trinity Rd, Bootle, L20 3NJ		
Nature of Business:	Public Sector <input checked="" type="checkbox"/>	Private Sector <input type="checkbox"/>	Third Sector (VCS) <input type="checkbox"/>
Telephone Number(s):	Office:0151 934 4216	Mobile:	
E-mail Address:	david.colbourne@technical.sefton.gov.uk		
Website:	www.sefton.gov.uk		
Date of Expression of Interest:	09 November 2009		

2. Project Outline:

Project Name:	Merseyside (REECH) Renewables and Energy Efficiency in Community Housing		
Project Activity Area (tick one)	Local <input type="checkbox"/>	Sub-Regional <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/> <i>including Halton</i>
Proposed Start Date:	01/4/10	Expected end date:	31/3/13

3. Strategic Fit: / Eligibility with the ERDF North West Operational Programme (NWOP)

Please state whether you are applying under Action Area 1.3 or 2.1 and detail the supporting rationale for this. Please refer directly to the relevant Investment Framework 'Housing Annex' and Guidance' document, all of which can be found at www.erdfnw.co.uk/funding.

Priority Action Area Ref:	1.3
---------------------------	-----

Supporting rationale:

The Liverpool City Region (LCR) REECH project seeks to directly stimulate the market for low carbon/ environmental technologies and energy generation via the application of 5,000 measures within existing social and low income housing. Further to the full output profile detailed in Section 6, this will result in:

- 28 jobs being created and a further 30 safeguarded
- An annual increase in gross valued added (GVA) as a result of this programme of £3,510,000
- A net change in overall CO2 emissions of 3,357 tonnes per annum

Such interventions impact positively on EU regulations on social cohesion by addressing imbalances and accord strongly with the objectives of Priority Action Area 1-3 (Increasing Sustainable Consumption and Production). Notably, the project makes significant contributions to Strands 4 and 5 as well as relating to

Strand 1 of Investment Framework AA1-3. This is as detailed below:

STRAND 4 - Expanding the development, demonstration and market development for low carbon technologies and processes in the North West. To support Strand 4 the REECH will:

- a) Channel investment into the demonstration and application of near/ new to market low carbon technologies in existing hard to treat homes to assist their progression to commercial market, e.g. solid wall insulation**
- b) Co-ordinate the capacity of LCEGS businesses to respond to growing market opportunities in the Environmental Technologies (ETS) sector**
- c) Showcase demonstrator projects to highlight innovation, raise awareness and exemplify best practise**
- d) Maximise research and knowledge transfer opportunities between Low Carbon and Environmental Goods and Services (LCEGS) businesses and University partners to expedite product development of low carbon technologies.**

STRAND 5 - Supporting the installation and use of current low-carbon/ low-resource technology and processes. To support Strand 5 the REECH will:

- a) Engage with the regions LCEGS businesses providing sustainable procurement, business support and product development opportunities**
- b) Retrofit low carbon technologies to increase the power and thermal efficiency and reduce the fuel bills of hard to heat homes, e.g. installation of smart metres with real time energy display in support of the Government target of rollout by 2020 (which also supports Strand 4 below)**
- c) Install microgeneration technologies to complement standard insulation measures/ general property improvements**
- d) Develop an area wide low carbon power generation and heating scheme**
- e) Support professional development amongst Professional Services to strengthen the Environmental Technologies & Services (ETS) sector.**

STRAND 1 - Supporting innovative approaches to changing culture and embedding sustainable behaviours and management practices.

The project also encompasses a proposal to part fund a specialist team of Home Energy Advisors who would focus on providing indepth tailored communication, awareness raising and attitudinal work onsite to the owner/occupiers of the hard to treat homes. This would be provided by the Energy Savings Trust as part of its wider programme management support for REECH. It is vital that regular contact is managed with the owner/occupiers of the homes before, during and after the measures are installed to help them understand the impact of the changes on their fuel bills and carbon savings and to encourage them to take further action. If advanced this would help to reduce energy consumption and carbon emissions, directly contributing to Strand 1 of Investment Framework AA1-3.

These interventions draw upon the preferred approach outlined within the Fraser Associate Report (August 2009) and for one programme of activity for Merseyside approved by The Merseyside Partnership in line with the Guidance Note for Applicant relevant to this call.

4. SRAP Fit: *How does your proposal fit with the appropriate Sub-Regional Action Plan(s) or housing and energy strategies?*

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This proposal directly supports one of the primary economic drivers identified within the Liverpool City Region (LCR) Multi Area Agreement (MAA) namely:

Transformational Action Area 3 – Low Carbon Economy

REECH helps to address one of the main sources of carbon in the sub-region – emissions from residential buildings. By directing action towards the reduction of the carbon output from residential buildings and increased take-up of renewables and energy efficient technologies, the project helps to support innovation, enterprise and LCEGS sector development, moving the sub-region a step closer to its low carbon ambition.

Furthermore, the project also aligns with the housing priorities outlined within the MAA to:

- Improve the quality and environmental impact of existing housing
- Channel European Structural Funds to support energy efficiency and affordable warmth programmes, with associated training/ employment opportunities
- Improve the condition of private rented stock to provide higher quality housing options
- Focus and co-ordinate resources to secure the regeneration of Vulnerable Housing Market Areas (worst 15%) identified within the LCR Housing Strategy.

In addition, REECH responds to some of the key intervention areas highlighted within the ‘Mini-Stern’ study, ‘The Economic Impact of EU and UK Climate Change Legislation on Liverpool and Liverpool City Region,’ as detailed below:

- Sector development for ETS
- Skills capacity in sustainable construction
- Energy efficiency in social rented housing
- Energy efficiency in private rented housing.

This is aligned to the wider existing NWDA Regional Economic Strategy and its Climate Change Action Plan to encourage the installation of renewable and energy efficient technologies and maximise the regional access to financial mechanism to reduce upfront costs for householders including the fuel poor (Action 7.2) and the Regional Spatial Strategy and its Sustainable Energy Strategy for plans to promote the sustainable production and consumption of energy (EM15, EM16, and EM17). Furthermore the Regional Housing Strategy also has the objective of “continuing to raise the quality of the existing housing stock”.

The Merseyside Affordable Warmth Strategy also calls for joint action and co-ordinated work to address Fuel Poverty as its serious subregional issue recognised nationally due to the scale of the impact.

In terms of additionality, REECH will complement and leverage other discrete low carbon community schemes within the sub-region. This will include the recently announced Community Energy Saving Programme (CESP) partnership by the energy supplier British Gas with Knowsley Council and possible proposals for Carbon Energy Reduction Targets (CERT), the Energy Saving Trust’s PAYS, DECC Low Carbon Community Challenge, and Ofgem’s Low Carbon Networks Fund.

5. Project Description: *Please provide a brief (bullet point) description of the project including what the funding will actually be used for.*

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REECH is predominantly concerned with developing the capacity of the sub-region's LCEGS providers, encouraging it to develop and implement new approaches to tackle an identified need in the housing stock. The latest fuel poverty figures published in October 2009 by national Government show that the North West has the highest number of households in fuel poverty at nearly 0.5 million which is 17% of the total number of households. The poor historical housing stock and low incomes experienced across Merseyside make this area an opportunity to pilot and develop new innovative approaches and methods. By addressing market failure through the installation of low carbon technologies in hard to treat homes Merseyside will increase GVA and jobs created or safeguarded in this sector and in addition will help to alleviate fuel poverty and reduce carbon emissions for the sub-region and wider region. This will be achieved by developing local capacity to target social and low income housing where traditionally these measures have been targeted at the more affluent or the fuel rich or able to pay.

So for instance, specifically in terms of the CESP partnership between British Gas and Knowsley Council, this involves 14 of the 10% most deprived Lower Super Output Areas (LSOA) in the income domain of the Index of Multiple Deprivation (2007). Notably where the hard to treat properties are "No fines Wimpey" and "Camus" construction. Approximately 1,335 targeted households from a mix of 5 tower blocks, 62 flats and 823 terraced houses in Stockbridge Village will possibly benefit from a variety of measures including external cladding and biomass boilers.

Building on this a co-ordinated and diverse mixture of low carbon programmes by key housing bodies will create a learning environment, central access point and a whole greater than the sum of parts across Merseyside. This is as detailed below:

Physical housing improvement works to reduce CO2 emissions:

- ◆ Partners will be commissioned to deliver elements of the targets to ensure complementarity and reduced risk on programme delivery
- ◆ Large scale innovative programmes of work to tackle hard to treat properties all across Merseyside will be funded (e.g. external wall insulation and ground or air source heat pumps as appropriate to upgrade "No fines Wimpey" housing stock)
 - Diversity of tenures will be tackled although most will be targeted at reaching the private rented and social landlord sector
 - Diversity of measures (including all appropriate microgeneration technologies, upgrading low carbon emission heating technologies and a variety of solid wall insulation technologies). Particular consideration will be given here to measures that have the best change of success in the North West given the current or potential regional strengths, e.g. high efficiency lighting, solar thermal or biomass as evidenced by the NWDA and Envirolink Northwest.

Developing small-to-medium sized enterprises (SMEs) and the local supply chain:

- ◆ Development programmes for upskilling existing trades people to future proof them to changing markets for safeguarding jobs
- ◆ Developing capacity of existing SMEs through awareness and guidance of required public sector standards. Additionally opportunity will be through greater markets and generating opportunities for long term employment and business growth.
- ◆ Integration with other schemes with particular reference to Future Jobs Fund

Growing the market for a low carbon economy through renewables and energy efficiency:

- ◆ Raising awareness of and demand for technologies among the public, commissioners and designers will raise demand for LCEGS
- ◆ Pump priming the market with these hard to treat technologies will create a local industry base and legislature in the sub-region ready to deliver forthcoming agendas such a Home Energy Saving Strategy (due to start in 2013)
- ◆ Stimulating the existing low carbon economy will attract more investment and interest in this area for new and emerging SMEs as this funding will attract an estimated £15 million of which up to a possible £11 million will be submitted as match funding from the utilities such as that proposed in the

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partnership between British Gas and Knowsley Council under the CESP

Evaluation and local learning:

- ◆ Use of local universities and local enterprises for both new research and evaluation of programmes
- ◆ Engage with the private landlord sector to complement the ongoing work on a sub-regional accreditation scheme.

6. Output Profile: *Please state how your project will contribute to delivery of the overall Programme targets. Again, you should refer to the Investment Frameworks ‘Housing Annex’ and Guidance note, available on the ERDF website - www.erdfnw.co.uk/funding*

No of Businesses assisted to improve performance	100
No of Businesses assisted to reduce industrial and commercial waste	0
No of Jobs created	28
No of jobs safeguarded	30
no of business with reduced industrial or commercial waste	0
No of applications of low carbon technologies	5000
Reduction in annual CO2 emissions from programme interventions (tonnes pa)	4,476
Annual increase in GVA as a result of the programme	£3,510,000
Increase in employment	52
Net change in overall CO2 emissions (tonnes pa)	3,357

Please outline your rationale in calculating these outputs:

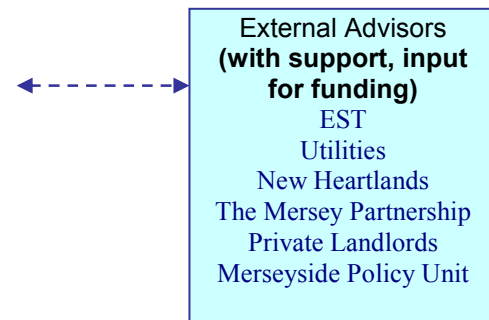
These outputs have been calculated using existing project ideas and an illustrative mix of measures. Use of the Energy Saving Trust economic and emissions assessment tools has been employed to gauge levels of outputs based on renewable and energy efficiency measures.

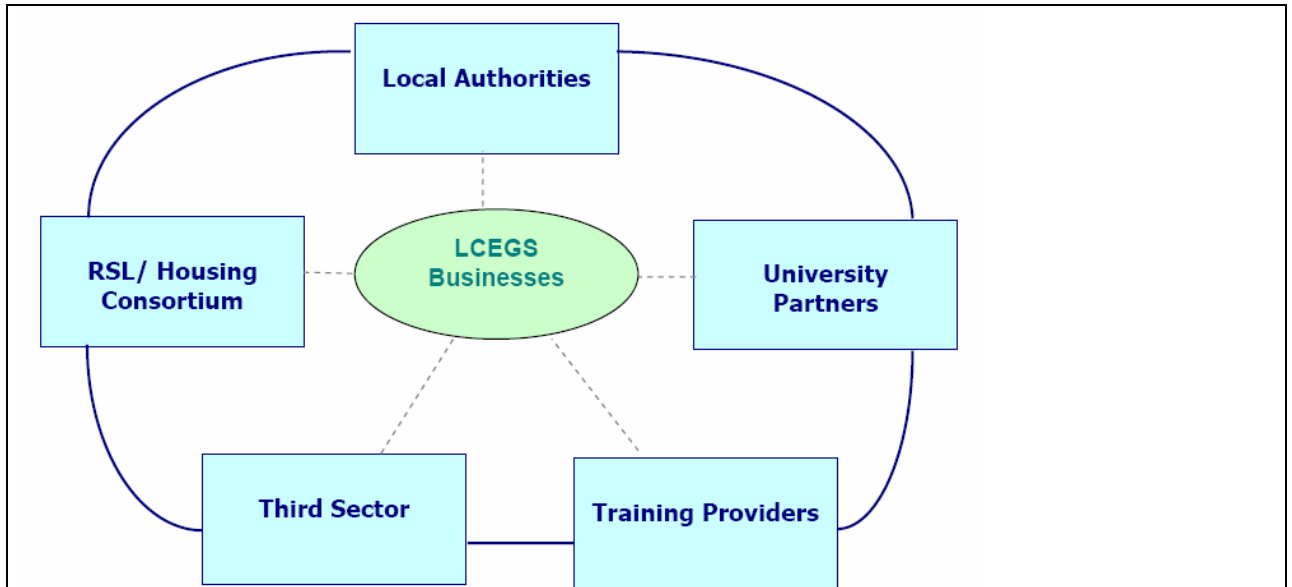
7. Partnerships and links to other activities: *Please provide detail on the partnership arrangements for this ‘programme of activity’, highlighting which organisations will be involved in the delivery of activities (and what they will be responsible for) and how this project links into other initiatives and programmes.*

Partnership Arrangements

This project encompasses a multi-agency approach at the sub regional level, as detailed below.

Figure 1 – Key Partners





Local authority partners comprise all 5 Merseyside unitary bodies - Knowsley, Liverpool, Sefton, St Helens, and Wirral with the addition of Halton to complement the Liverpool City Region partnerships (also many of the active RSL partners have significant stock Halton thereby providing a more natural boundary. One of the 6 LCR local authorities will lead the project and act as accountable body. This role will be finalised during the full application process. REECH will be also supported in this regard by an established Steering Group with representation from the project partners detailed in Figure 1, in addition to Merseyside Policy Unit and The Mersey Partnership.

The councils will work in close collaboration with Registered Social Housing providers include Plus Dane Group, Riverside, Liverpool Housing Trust, Venture Housing, Liverpool Mutual Homes, Helena Partnerships, Halton Housing Trust, One Vision Housing, Knowsley Housing Trust, Regenda and Wirral Partnership Homes. With more to follow. This will ensure the project targets the most suitable households.

Capacity building, Awareness Raising among SME of upcoming Low Carbon economy opportunities and skills development will be provided by partners drawn from third sector or social economy in the form of Fusion 21 and the Merseyside Network for Europe.

The scheme will be complemented by the input of educational partners in the form of Liverpool John Moores University and University of Liverpool who will provide robust academic research and oversight.

Critically, dedicated technical advice on low carbon living and general programme support capacity will also be drawn from the Energy Savings Trust utilising and building on their existing infrastructure.

Finally, the REECH project will also complement and leverage wider work on low carbon communities with utility partners like British Gas with Knowsley Council on CESP.

This indicative model will provide a critical platform to engage with LGECS businesses, identifying those that need support or appropriate assistance to optimise success. This engagement is likely to involved collaboration with multiplier agents which might include, but is not restricted to, the likes of Business Link Northwest and Envirolink Northwest.

Opportunities for collaborative and co-ordinated working with other complementary initiatives and programmes will be progressed in more detail throughout the project development phase.

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Should this enquiry be successful the consortium partners would wish to support and include other successful enquiries either at subregional level or regional initiatives looking to operate in the REECH area to maximise co-ordinated and greater impact on the deprived areas.

8. Funding: *What are the estimated costs of the project? (including capital / revenue split). Please note, figures given below should relate only to the 'eligible' spend, apportioning out any activity that is not part of the ERDF funded activity.*

Total Project Cost (£'s):	£22.8 million (£22 million is Merseyside element)	Capital (£'s)	£18.5 million
		Revenue (£'s)	£3.5 million
Total ERDF Funding Required (£'s):	£11.4 million (£0.4 million from outside Merseyside allocation)	Capital (£'s)	£10 million
		Revenue (£'s)	£1 million
Total Match Funding Required (£'s):		Has this match funding been confirmed in writing?	
NWDA <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>	NB: Written confirmation that your match funding is secured, or that a named source has been identified and agreed, must be attached to this application.
Other Public <input checked="" type="checkbox"/>	£1 million	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Private <input checked="" type="checkbox"/>	£10.4 million	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Other <input type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

Estimated spend profile (£'s)	Yr1 (2010)	Yr2 (2011)	Yr3 (2012)	Future Years	Totals
Capital (£'s)	2,300,000	9,400,000	7,800,000	1,000,000	19,500,000
Revenue (£'s)	750,000	1,000,000	1,550,000	250,000	3,300,000
Totals (£'s)	3,050,000	10,400,000	9,350,000	1,250,000	22,800,000

9. Apportionment of funding: *Please tell us if any of the finances shown above need to be apportioned between SME and residential activity, showing the estimated split.*

It is estimated that 84% of the funding will be spent on residential, however it is envisaged that SMEs will be the chief contractors and hence responsible for 50% of the delivery also. Workstreams will be deliberately apportioned in multiple blocks to ensure smaller local contractors can deliver and avoid diseconomies of scale encountered when trying to procure a single contractor for multiple specialisms where each risk element adds an additional cost and management fee. REECH will work collaboratively with British Gas to help ensure its whole project management of CESP including use of suppliers appropriately supports local SME provision.

Thank you for completing this Expression of Interest Form.
Please return it via e-mail to erdf@nwda.co.uk

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REPORT TO: Cabinet Member – Technical
Cabinet Member – Environmental
Cabinet Member - Regeneration
Cabinet

DATE: 2nd December 2009
16th December 2009
16th December 2009
17th December 2009

SUBJECT: Potential Funding Opportunity 2- Low Carbon Communities Challenge 2010-2012

WARDS AFFECTED: Harrington, and Ravenmeols

REPORT OF: Alan Moore, Deputy Chief Executive and Strategic Director
Andy Wallis – Planning and Economic Regeneration Director

CONTACT OFFICER: Mo Kundi X3447

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the resources being made available under the Low Carbon Communities Challenge Programme, and the request by Formby Parish Council to assist them in the development and delivery of a successful bid for which the Parish Council will be the accountable body.

REASON WHY DECISION REQUIRED:

Any assistance to Formby Parish Council in the development of the bid, and if successful the delivery of the project will require significant officer time input, for which Cabinet approval is necessary.

RECOMMENDATION(S):

That Cabinet Members for Technical, Environmental and Regeneration:-

1. Note the report, and that the

Cabinet:-

1. Approve that Sefton officers assist Formby Parish Council in the development of the bid, and then, if successful, with its delivery.
2. Request further reports

KEY DECISION: No

FORWARD PLAN: No

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IMPLEMENTATION DATE: After the call in period

ALTERNATIVE OPTIONS:

Sefton Council is eligible to bid for funding under the Low Carbon Communities Challenge 2010-2012. However, the programme requires significant engagement and involvement of the community during all stages of the project. This is better suited to a local parish council. However, Formby Parish Council has no experience or expertise in developing bids, or delivery projects, and has requested assistance from Sefton Council. Not to assist would mean the loss of opportunity to attract funding, and more critically progress the climate reduction agenda at a community level.

IMPLICATIONS:

Budget/Policy Framework:

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

<u>CAPITAL EXPENDITURE</u>	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
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

Risk Assessment: N/A

Asset Management: N/A

CONSULTATION UNDERTAKEN/VIEWS

Technical Services
 Environmental Services
 Leisure and Tourism
 Legal
 Finance

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 Leaders Group meeting on 19th November 2009

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1.0 Background

- 1.1 Members may be aware of a report entitled 'The Development Low Carbon Economy in response to Climate Change, presented to Cabinet Member Environment (18th November 2009), Cabinet Member Technical Services (18th November 2009), Cabinet Member Regeneration (23rd November 2009), and the Cabinet on 25th November 2009.
- 1.2 The report makes reference, inter alia, to a number of funding opportunities being made available by Central Government as part of its energy efficiency programme, including the Low Carbon Communities Challenge 2010-2012.
- 1.3 The Challenge is about involving a broad section of people living and working in communities to develop plans for their area that integrate technology or infrastructure – such as wind farms, electric cars or home energy refurbishment – with financial and behavioural measures to create a broader low carbon area or zone.
- 1.4 The Government is making available financial support of up to £500,000 for capital expenditure, and will introduce successful bidders to partners who are offering free training, advice or support, and then evaluate the progress by gathering data and perspectives of what is and what is not successful.
- 1.5 The Government is looking to work with 20 'test-bed' communities already facing change in the area as a result of green or low carbon infrastructure or behavioural measures, with an interest in using this to spur the development of broader plans for cutting carbon emissions in their area.
- 1.6 Within Sefton only Formby stands out as an area where there are currently some 'low carbon infrastructures', and these include wind turbines at Range High School, and St. Jerome's School. The later also features photovoltaic panels, grey water systems etc.
- 1.7 Officer had a number of discussions with Formby Parish Councillors, and at their meeting on 3rd November 2009, Formby Parish Council formally agreed to submit a bid under the Low Carbon Communities Challenge Programme, and requested Sefton Council's assistance. A copy of the letter is attached to this report as Annex A. The closing date for the submission of the bid is 30th December 2009, with successful applicants being informed on 25th January 2010.

2.0. Comments

- 2.1 Sefton Council, as a local authority is eligible to apply on behalf of local residents where, for example, a low carbon infrastructure is planned. However given the need to engage, and carry the community at all levels of the project,

from its development, delivery, and beyond, it was felt that an application from a local parish council would be more appropriate. Formby Parish Council has recognised this, and is prepared to engage the community, and other potential stakeholders, including Formby Civic Society, local Churches, local businesses via the Formby Business Village Partnership, Formby Pool Trust, local Schools, local Sefton Ward Members, etc. A copy of a submission by the Parish Council to Formby Area Committee, requesting its support is also attached as Annex B.

- 2.2 However, Formby Parish Council has also recognised that it has limited expertise and experience in developing and delivery projects of this nature. In addition, it has very limited dedicated officer capacity. It has therefore formally asked Sefton Council to assist them in the development and delivery of a successful bid for which the Parish Council will be the accountable body.
- 2.3 Members may recall that a similar request for assistance from Lydiate Parish Council was agreed by the Cabinet, which led to the successful draw down of HLF money (£500,000), and the delivery of the Lydiate Village Centre, which is expected to open in December 2009.
- 2.4 From Sefton's perspective, there will be a significant demand on Sefton officers' time, initially in the development and submission of the bid, and then if successful the delivery the project. However, the project does offer the opportunity to progress the Climate Reduction, and Low Carbon Economy agenda, particularly at community level, and the opportunity to develop new expertise and experience in a field that is at its formative stage, but statutory obligations will require its expansion.

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Annex A

Tel: 0151 928 5667
e-mail to: formbypc1@aol.com

Please Reply To:
Clerk to the Council
Mrs J Davis
27 Marlborough Road
WATERLOO
Liverpool L22 1RT

JED/MC/C3
6 November 2009

Mr M Kundi
Planning & Economic Regeneration Manager
Planning & economic Regeneration Department
Sefton MBC
Investment Centre
375 Stanley Road
Bootle

Dear Mr Kundi

CLIMATE CHANGE CHALLENGE

The Formby Parish Council has considered the proposal for it to make an application to this fund, which is aimed at providing funds for capital expenditure to assist communities determined to reduce their carbon generation.

At the Council meeting on the 3rd November 2009 the Council agreed that it makes good sense to take this forward embodying it into the Parish Community Plan. It is seen that we are a community in Sefton which would benefit from the project, building on our environmental track record and our ability to manage it successfully.

Two Councillors, Sean Brady and Michael Coles have been asked to make the application and to work with you in Sefton Metropolitan Borough Council to benefit the community as a whole.

The full application is in preparation and will be complete by mid December 2009 following a full working meeting of the Council at the end this month. It is proposed to set up a steering group consisting of members of the Parish Council, the Formby Area Committee and members of the public and representatives of interested bodies.

Continued ...

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6 November 2009

We would ask you to accept this letter as confirmation of our decision.

Yours sincerely

Joanne Davis MCIPD
Clerk to the Parish Council

cc David Packard – Magdalen House

FORMBY PARISH COUNCIL **Climate Change Challenge**

Submission to the Formby Area Committee November 2009

As a result of our joint meetings recently, the Formby Parish Council discussed the Climate Change Challenge at its meeting on the 3rd November 2009. It was agreed that the Parish Council will submit an application in an endeavour to gain access to funding for Formby.

The application is now being developed but it will focus upon investment in public and domestic programmes aimed to significantly reduce the consumption of energy by using a wide range of initiatives incorporating solar and heat recovery technology and through educational initiatives in schools and in the wider community. Other initiatives complementary to this aim will be developed.

It is a fact that Formby is a discreet community with an established history of awareness in its heritage, of the local fragile environment and its responsibility to protect and sustain it.

It should be noted that the focus upon the flood risks were first instigated by the Council in view of its continuous concern over the safety of the residents and their property, especially in regard to the replacement of the pumping stations at Crossens and Altmouth.

The Council has regularly monitored the condition of the water courses in Formby and the inadequate drainage system by way of its Stewardship reports which are reported to the officers responsible in Sefton MBC. The ongoing issues of Long Lane/Dobbs Gutter reveal how difficult it is to maintain and improve.

The Area Committee has provided financial support towards the improvements we have made in Chapel Lane replacing the street furniture and improving the general appearance of the village centre. As a consequence of this early work, the Memorial Gardens have been cleared of dead vegetation and have been replanted with new shrubs and bedding plants. This project is set to continue and has already been recognised but the Royal Horticultural Society with an award for the work done so far.

The FPC has funded more plant purchases, together with a complete refurbishment of the benches donated to the community over many years. This has been achieved by careful consultation through the local societies the local press and public consultation, with individuals who have made useful contributions to the work. Local retailers and groups have contributed money and gifts such as daffodil bulbs for the benefit of all the community.

Agenda Item 8

The Parish Council believes it has a proven record of community involvement and consultation, which allows it to make this application to the Challenge. It asks for your support in this venture.

It is proposed to set up a body representative of the community to oversee this work which will include representatives of the Area Committee, the Parish Council the Civic Society, the Formby Partnership, the Formby Pool Trust and individuals representing the business community and residents. We would ask you please to suggest two members of the Area Committee to help in this task.

M. COLES

05 November 2009

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