

MEETING: CABINET MEMBER - TECHNICAL SERVICES
DATE: Wednesday 30 June 2010
TIME: 10.00 am
VENUE: Town Hall, Bootle (video conferenced Town Hall, Southport)

Councillor

DECISION MAKER: Fairclough
SUBSTITUTE: Maher

SPOKESPERSONS: Jones Tonkiss

SUBSTITUTES: Dorgan Fenton

COMMITTEE OFFICER: Paul Fraser
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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 the 16th June, 2010		(Pages 5 - 10)
4.	Climate Change Local Area Support Programme (CLASP) - Building The Adaptive Capacity Of Sefton's Businesses Project Joint Report of the Planning and Economic Development Director and the Environmental and Technical Services Director	All Wards;	(Pages 11 - 16)
5.	Plugged-In-Places Programme - A Sub-Regional Bid To Introduce Electric Car Charging Points Report of the Planning and Economic Development Director	All Wards;	(Pages 17 - 24)
6.	Access to Port of Liverpool Study Report of the Planning and Economic Development Director	Church; Ford; Linacre; Litherland; Netherton and Orrell; St. Oswald;	(Pages 25 - 30)

- | | | | |
|----|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------|
| 7. | Highways Act 1980 Section 278 Agreements
- Various Developments | Church; Derby;
Ford; Linacre;
Litherland;
Netherton and
Orrell; St. Oswald;
Sudell; | (Pages 31 -
46) |
| | Report of the Planning and Economic
Development Director | | |
| 8. | Renewal of Minor Works Service Contracts
and the Routine Maintenance of Bridges and
Structures Contract | All Wards; | (Pages 47 -
52) |
| | Report of the Environmental and Technical
Services Director | | |

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY 23 JUNE 2010.

CABINET MEMBER - TECHNICAL SERVICES

MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 16 JUNE 2010

PRESENT: Councillor Fairclough

ALSO PRESENT: Councillors Jones and Tonkiss

17. APOLOGIES FOR ABSENCE

No apologies for absence were received.

18. DECLARATIONS OF INTEREST

The following declaration of interest was received:

Member/Officer	Minute No	Interest	Action
Councillor Fairclough	Minute No. 27	Personal: Employer mentioned in the report	Stayed in the room, took part in consideration of the item and voted thereon.

19. MINUTES OF THE MEETING HELD ON 27 MAY 2010

RESOLVED:

That the Minutes of the meeting held on 27 May 2010 be confirmed as a correct record.

20. BIRCH STREET, SOUTHPORT - REQUEST FOR TEMPORARY ROAD CLOSURE

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval for a temporary road closure of Birch Street, Southport between its junctions with Warwick Street and Upper Aughton Road, Southport, as described in paragraph 2.1.1 of this report, to vehicular traffic to facilitate the replacement of a gas main.

RESOLVED: That

- (1) the request for a temporary road closure of Birch Street, Southport between its junctions with Warwick Street and Upper Aughton Road, Southport, as described in paragraph 2.1.1 of this report, to vehicular traffic to facilitate the replacement of a gas main be approved; and
- (2) the Traffic Services Manager be authorised to execute the necessary legal procedures, including those of consultation and

Agenda Item 3

CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 16 JUNE 2010

objection and to advertise the Council's intention to implement the appropriate Traffic Regulation Order.

21. MONFA ROAD, NETHERTON ROAD AND KIRBY ROAD, BOOTLE - REQUEST FOR TEMPORARY FOOTPATH CLOSURES

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval for temporary footpath closures of Monfa Road, Netherton Road and Kirby Road, Bootle, to enable redevelopment works to be carried out; and indicating that a decision on the matter was required as the Cabinet Member had the delegated powers to approve such a closure.

RESOLVED: That

- (1) the request for temporary footpath closures of Monfa Road, Netherton Road and Kirby Road, Bootle be approved to enable redevelopment works to be carried out; and
- (2) the Planning and Economic Development Director be authorised to execute the necessary legal procedures, including those of consultation and objection and to advertise the Council's intention to implement the Order.

22. CURZON ROAD, SOUTHPORT - SECTION 184 LICENCE, HIGHWAYS ACT 1980

The Cabinet Member considered the report of the Planning and Economic Development Director, seeking approval, in conjunction with the Interim Head of Corporate Legal Services, to issue a licence pursuant to Section 184 of the Highways Act, 1980 as detailed within the report and indicating that a decision on this matter was required in order to allow the licensee to construct a vehicle crossing to access the development as work progresses.

RESOLVED:

That the Interim Head of Corporate Legal Services, in conjunction with the Planning and Economic Development Director, be authorised to issue a Section 184 Highways Act, 1980 highway licence to the undermentioned applicant as shown on the plan numbered DC0630 and as detailed within the report submitted, subject to the applicant bearing all costs associated with the proposal and indemnifying Sefton Council against all claims, disbursements and actions arising from the proposed works.

Applicant	Location	Plan
Mersey Care NHS Trust, Alba Villas, Park Bourn, Maghull, L31 1HW	Curzon Road, Southport	DC0630

**23. AREA OF HIGHWAY ADJOINING SHARROCK STREET,
SOUTHPORT - SECTION 116, HIGHWAYS ACT 1980**

The Cabinet Member considered the report of the Planning and Economic Development Director, seeking approval in conjunction with the Interim Head of Corporate Legal Services to make an application to the Magistrates' Court for Stopping-Up Orders for an area of highway adjoining Sharrock Street, Southport, under the provisions of Section 116 of the Highways Act 1980, following an application by Regeneration Directorate, Sefton Council, Magdalen House, Trinity Road, Bootle, under Section 117 of the Highways Act 1980.

RESOLVED:

That the Interim Head of Corporate Legal Services, in conjunction with the Planning and Economic Development Director, be authorised to request that the Magistrates' Court make Orders for the Stopping-Up of an area of highway adjoining Sharrock Street, Southport, under Section 116 of the Highways Act 1980, as detailed within the report and shown upon the attached plan numbered DC0636, subject to the applicant bearing all costs associated with the application.

**24. A565 FORMBY BYPASS DRAINAGE IMPROVMENTS PHASE 2 -
ACCEPTANCE OF TENDER**

The Cabinet Member considered the report of the Planning and Economic Development Director seeking approval to award a contract to undertake work for highway drainage improvements to the A565 Formby Bypass – Phase 2; and indicating that a decision on the matter was required to comply with the Contract Procedure Rules of the Constitution.

RESOLVED:

That the lowest tender in the sum of £186,748.29 submitted from Dowhigh Limited, for the contract to undertake work for highway drainage improvements to the A565 Formby Bypass – Phase 2, be approved.

**25. A565 FORMBY BYPASS, FORMBY - REQUEST FOR
TEMPORARY SPEED LIMIT**

The Cabinet Member considered the report of the Planning and Economic Development Director, seeking approval for the introduction of a temporary speed limit on the A565 Formby bypass between its junction with Moss Side and B5424 Liverpool Road to facilitate the A565 Formby Bypass Drainage Improvements Phase 2 Scheme.

RESOLVED: That

- (1) the request for the introduction of a temporary speed limit on the A565 Formby bypass between its junctions with Moss Side and

Agenda Item 3

CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 16 JUNE 2010

B5424 Liverpool Road, Formby as described in paragraph 2.1.1 of the report, be approved; and

- (2) the Planning and Economic Development Director be authorised to execute the necessary legal procedures and to advertise the Council's intention.

26. REECH (RENEWABLE ENERGY AND ENERGY EFFICIENCY IN HOUSING) PROGRAMME

Further to Minute No. 241 of the Cabinet meeting on 17 December 2009, the Cabinet Member considered the report of the Strategic Director – Communities on the Renewable Energy and Efficiency in Housing Programme (REECH) entitled 'Potential Funding Opportunity 1- Energy Efficiency and Renewable Energies indicating that following the European Commission decision to allow up to 4% (£29 million) of ERDF Programme resources to be devoted to domestic energy efficiency and renewable actions, the Regional Development Agency (RDA) issued a call for the submission of a sub-regional bid that sought to directly stimulate the market for low carbon and environmental technologies and renewable energies within existing social and low income housing.

The report indicated that an Expression of Interest was submitted by Sefton Council in conjunction with other sub-regional authorities on Merseyside and Halton; that whilst the bid was successfully progressed to the concept stage, the RDA indicated in April 2010 that the original allocation of £11m ERDF grant for the Merseyside sub-region had been reduced to £8.23m; that the aim of the bid was to provide impetus to a new emergent local market for green energy technologies by developing interconnected demonstration projects; and that as any successful bid would need to be delivered by March 2013, with all expenditure committed by December 2013, a steering group had been established to progress the bid.

RESOLVED:

That the report be noted.

27. JESSICA (OR JOINT EUROPEAN SUPPORT FOR SUSTAINABLE INVESTMENT IN CITY AREAS)

The Cabinet Member considered the report of the Planning and Economic Development Director on the Joint European Support for Sustainable Investment in City Areas (JESSICA); and indicating that this was a £100m fund launched by the Northwest Urban Investment Fund and a new financial instrument created by the European Commission in conjunction with the European Investment Bank with the basic principle to take a more commercial approach to the use of public funds in delivering regeneration and economic development. The report also indicated that JESSICA would enable ERDF and match funding to be invested by Urban Development Funds (UDFs) in Urban Projects via loans, equity and/or guarantees; and

that returns from these investments could then be used to make new investments in new projects, thereby creating a revolving fund for investment in the region.

A sub regional working group comprising of TMP, Liverpool Vision, Wirral MBC and Liverpool City Council had been set up and was working with a consortium comprising of Igloo Regeneration Ltd, Aviva Investors Global Services, GVA Grimley Ltd, and Royal Bank of Canada Europe Ltd, to create a Merseyside Urban Investment Fund covering a mix of uses and flexible investment approaches.

RESOLVED:

That the report be noted.

28. HIGHWAYS MAINTENANCE SUPPLEMENT

Further to Minute No 11 of the meeting held on 27 May 2010, the Cabinet Member considered the report of the Environmental and Technical Services Director on the Highways Maintenance Supplement seeking approval on the Section 31 Grant for additional maintenance schemes to be included in the 2010 /11 programme; indicating that in the Council's Budget for 2010/11 a supplementary provision of £900,000 was included to support highway maintenance works in 2010/11, in recognition of the excessive deterioration of the Highway Network following two consecutive winters of severe weather and frost damage; subsequently the Government announced an additional allocation to be made available to assist local authorities to repair damage to their road network resulting from this winter's severe weather through revenue grants under Section 31 of the Local Government Act 2003; and that the amount awarded to Sefton Council was £248,400.

The report also indicated that approval of the additional programme was a matter of urgency to ensure that the asphalt treatments were undertaken within June/July 2010 for best effect; and that a consultation exercise would be undertaken as quickly as possible / appropriate, in order to report the outcome of the consultation.

RESOLVED: That

- (1) Minute No.11 of the meeting held on 27 May 2010 be rescinded ;
- (2) the consultation with Ward Councillors to inform the approach to be taken and the programme proposed be noted;
- (3) the addition of Section 31 Grant award to the existing approved budget allocation of £900,000 included to support highway maintenance works in 2010/11, giving a total additional allocation of £1,148,400 be approved; and

Agenda Item 3

CABINET MEMBER - TECHNICAL SERVICES- WEDNESDAY 16 JUNE
2010

- (4) the programme of additional schemes proposed at Annex 1 circulated at the meeting, subject to consultation with Ward Members, be approved.

Agenda Item 4

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

DATE: 30th June 2010
30th June 2010
7th July 2010

SUBJECT: Climate Change Local Area Support Programme (CLASP) –
Building the Adaptive Capacity of Sefton’s Businesses Project

WARDS AFFECTED: All Wards

REPORT OF: Andy Wallis – Planning and Economic Development Director
Peter Moore – Environmental and Technical Services Director

CONTACT OFFICER: Mo Kundi – 934 3447
Gary Mahoney – 934 4300

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the outcome of a bid submitted under the Climate Change Local Area Support Programme – Local Partnerships Small Projects Fund.

REASON WHY DECISION REQUIRED:

To comply with reporting procedures

RECOMMENDATION(S):

It is recommended that:-

Cabinet Members for Regeneration, Technical Services, and Environment:-

1. Note the success of the bid,
2. Request further progress reports.

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Immediately after the call in period

ALTERNATIVE OPTIONS: The main aim of this project is to engage with local businesses in Sefton to introduce the importance of Climate Change adaptation and the opportunities that may arise from it. Not to undertake this work could leave businesses unable to respond thus leading to businesses closure and loss of jobs.

IMPLICATIONS:

Agenda Item 4

Budget/Policy Framework:

Financial: The total cost of the project is £18,600, of which £11,100 is being funded by CLASP, with the balance of £7,500 being met from an existing 'Regeneration Programmes' Earmarked Reserve account (BZ 901). This reserve account has been verified as having sufficient funds by the Finance Department.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	£18,600			
Funded by:				
Sefton funded Resources	£7,500			
Funded from External Resources	£11,100			
Does the External Funding have an expiry date? Yes	When? 2010/11			
How will the service be funded post expiry?	N/A			

Legal: No

Risk Assessment: No

Asset Management: No

CONSULTATION UNDERTAKEN/VIEWS

FD 437 The Head of Corporate Finance & Information Services has been consulted and his comments have been incorporated into this report

LEGAL

ENVIRONMENTAL AND TECHNICAL SERVICES

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		/	

Agenda Item 4

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 Climate Change Local Area Support Programme – Guidance for Applicants

Agenda Item 4

1.0 BACKGROUND:

- 1.1 CLASP – the Climate Change Local Area Support Programme - provides free support for all North West Local Authorities and Local Strategic Partnerships on climate change mitigation and adaptation. This includes the reduction of CO2 emissions from their own estate and wider local areas, with particular emphasis on the implementation and progression of National Indicators 185 (Percentage CO2 reduction from LA operations), 186 (Per capita CO2 emissions in the LA area) and 188 (Planning to adapt to Climate Change).
- 1.2 The programme has 5 core activity themes:-
 - Network & Communications
 - LSP and LA Member Support
 - Regional Events, Training and Workshops
 - Sub-regionally Specific Support
 - Further Advice & Support Services
- 1.3 CLASP is funded by NWIEP (North West Improvement and Efficiency Partnership) and NWDA. The programme is hosted by Liverpool City Council on behalf of the region.
- 1.4 The North West Climate Change Local Area Support Programme (CLASP) – has created the Local Partnerships Small Projects Fund in order to: *Increase the pace of delivery, develop leadership and encourage the effective co-operation of Local Authority led sub-regional and local partnerships to tackle carbon emission reduction and resilience to climate change, with a specific focus on NI 185, 186 and 188.*
- 1.5 CLASP issued a call for projects in early 2010 that would cover most, if not all, of the objectives listed below:-
 - Tackle critical and immediate barriers to improvement on NI 185, 186 and 188
 - Develop best practice and stimulate innovation in carbon reduction, adaptation and efficiency savings
 - Share best practice within the North West
 - Accelerate progress towards a low-carbon and well adapting public sector
 - Develop sub-regional and local leadership on climate change
- 1.6 Subject to meeting the above criteria, CLASP is making available the following grant rate and award value:-
 - Grants to support discrete, small, short-timescale projects (usually completed within 6 months).
 - Funding for work that is truly additional, over and above activities that are already planned, expected or required.
 - 100% grant funding in exceptional cases, however 50% expected to be the typical contribution.

- A minimum grant of £1,000 and typical grants expected to be in the range of £5,000 - £10,000. Awards above £15,000 will be considered only in exceptional circumstances.

3.0 Sefton Project

3.1 Sefton Council submitted a project to CLASP entitled 'Building the Adaptive Capacity of Sefton's Businesses' that would engage with local businesses to introduce the importance of Climate Change adaptation and the opportunity that may arise from it. In particular the project would highlight why adaptation is important to businesses, in terms of cost savings, improve productivity, and identifying opportunities that would provide adaptation solutions locally. This would involve the following steps:-

- Consultation business organisations to identify which businesses to target and what information they might need
- Develop concise information about Climate Adaptation as an A5 size leaflet/small booklet. This will be set out as familiar areas of concern that maybe relevant to them, such as their premises, staff, customers, market, money as well as less familiar areas such as dependency on external factors.
- The leaflet/booklet will be delivered to all 4,000 business addresses throughout Sefton
- To support businesses, the leaflet/booklet will signpost engaged businesses towards an online resources that will provide more in depth Climate Adaptation information; for instance future weather scenarios as well as tools to take them through a self assessment process to look at their own business and evaluate threats & opportunities specific to them. The materials will also signpost businesses toward Carbon reduction support.
- Develop the online resources as outlined above as well as signposting to information sources that already exist on specific topics of concern as well as provide a facility for online feedback/questionnaire
- Work with selected and engaged businesses that have particular examples of adaptation after initial referral from Invest Sefton Business Support service. To act as demonstration to other businesses of the importance of adaptation and how to deliver adaptation.
- Consultants employed will support the development of future bids for European funding. To include the assessment of the results of "the Building the adaptive capacity of Sefton's businesses" project and production of recommendations for how the learning gained can assist the development of larger bids to progress the work begun in this project and future business related Climate issues

Agenda Item 4

- 3.2 Members will be pleased to learn that the above bid was successful and is expected to start in late June 2010, and be completed by December 2010.

4.0 Financial Implications

- 4.1 The total cost of the project is £18,600, of which £11,100 is being met by CLASP, with the balance of £7,500 coming from an existing Planning and Economic Regeneration Reserve account (BZ901). This Reserve account has been verified as having sufficient resources by the Finance Department.

5.0 Summary

- 5.1 Sefton Council, like other public sector organisations is under obligations to address the adverse impacts of Climate Change. This is reflected in the range of national indicator targets that have to be met.
- 5.2 This project provides an opportunity to assist businesses to adapt to or exploit any opportunities arising from a changing climate, and at the same time strengthens the economic performance of businesses in Sefton.

Agenda Item 5

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

DATE: 30th June 2010
30th June 2010
7th July 2010

SUBJECT: Plugged-in-Places Programme – A sub-regional bid to introduce
Electric Car Charging Points

WARDS AFFECTED: All Wards

REPORT OF: Andy Wallis – Planning and Economic Development Director

CONTACT OFFICER: Mo Kundi - 934 3447
Neil Ash –934 3473

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the bid submitted by The Merseyside Transport Partnership (Knowsley, Liverpool, Sefton, St. Helens, and Wirral Councils, and Merseytravel), on behalf of sub regional partners, which if successful could see the introduction of Electric Car Charging Points in Sefton.

REASON WHY DECISION REQUIRED:

To comply with reporting procedures

RECOMMENDATION(S):

It is recommended that:-

Cabinet Members for Regeneration and Technical Services:-

1. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project

Cabinet Member for Technical Services:-

2. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project with further consideration to be given to the capital and revenue implications should a full bid be progressed.

Cabinet Member for Environment:-

3. Note the content of this report

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Immediately after the call in period

Agenda Item 5

ALTERNATIVE OPTIONS: Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems. Not to participate in this sub-regional project would not only weaken the bid, but would make it more difficult to address this problem in the future.

IMPLICATIONS:

Budget/Policy Framework:

Financial:

It should be noted that Sefton Council has the option to opt out of this project before the bid is submitted in September. However, should Sefton Council wish to continue, the maximum amount of contribution required from each of the five participating local authorities would be £15,000 each, with Merseytravel being asked to contribute £50,000. The £15,000 would be spread over a three year period and is proposed that this could be met out of future Local Transport Plan Capital Programme allocations. There may also be some small revenue implications relating to a possible loss of car parking income as a result of the placing of electric charging points in some car parks. However, all cost implications would be brought back to Members prior to a full bid being progressed to enable an informed decision to be made.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2014/ 2015 £
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:

No

Risk Assessment: No

Asset Management: No

CONSULTATION UNDERTAKEN/VIEWS

FINANCE – FD436 – THE INTERIM HEAD OF CORPORATE FINANCE AND ICT STRATEGY HAS BEEN CONSULTED AND HIS COMMENTS HAVE BEEN INCORPORATED INTO THIS REPORT
 LEGAL
 ENVIRONMENTAL AND TECHNICAL SERVICES

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

Plugged-In Places: The Electric Vehicle Charging Infrastructure Framework
 Application Guidance - The Office For Low Emission Vehicles (OLEV)

Agenda Item 5

1.0 BACKGROUND:

- 1.1 Plugged-in-Places is a national programme to support the installation of an electric vehicle charging infrastructure (EVCI). It pulls together £30 million from the Department for Transport (DfT), Department for Business Innovation & Skills (BIS) and the Department for Environment & Climate Change (DECC). Launched in November 2009, funding will be available between April 2010 and March 2013 for grants of up to 50% of a project's costs. Indicative funding available will be £10 million for each of the three years. The grants can only be used for capital costs. Bids are expected from consortia covering cities or regions.
- 1.2 Three bids were successful in the first round of applications, announced in February 2010 – London, Milton Keynes, and the North East. The deadline for the second wave of applications was 1st June 2010, with the final applications being submitted by 30 September 2010. Any grant awarded has to be spent during 2011/12 and 2012/13.
- 1.3 Initial interest in submitting a Merseyside bid did not have the necessary consortium backing a submission. However, a recent meeting brokered by the Low Emissions Strategies Partnership in which Sefton plays a leading role, brought together potential partner organisations from the public and private sectors, and it was agreed that a Merseyside bid was not only desirable and feasible, but was also likely to be regarded by the administrators of the Plugged-in-Places programme, OLEV (Office for Low Emission Vehicles), as a strong bid.

2.0 Strategic fit and desirability

- 2.1 The overall context of an EVCI is to support the need to reduce CO₂ emissions. Road transport is responsible for over 22% of the UK's CO₂ emissions and cars are responsible for the vast majority of this. An electric car powered from today's grid (the figures will get better as the grid incorporates more renewable energy) emits between 15% and 40% less CO₂ over its lifetime than a comparably sized petrol car.
- 2.2 The Liverpool City Region (LCR) has certain advantages. It is flat area that is bounded by a new £1 billion city centre to the south and the classic resort of Southport in the north. The distance between them is ideal for the range of the new vehicles that will be produced in 2011, and so will avoid what is known as 'range anxiety' and 'hill fatigue'. The area also has national and international environmental designations that help to put into focus the reasons for purchasing EV's.
- 2.3 The North East's first wave application was influenced by the location of Nissan in Sunderland that will build Nissan's new 5-seater EV ready by Spring 2011. The North East is also one of the government's designated Low Carbon Economic Areas, a status related to ultra-low carbon vehicles. The LCR is also a centre for the automotive industry with Vauxhall and Jaguar. With an EVCI in place, there should be potential to develop an exchange of support between local authorities and this industry.
- 2.4 The biggest cost issue with EV's is the initial outlay for purchase. Government grants (Plug-in Car Grant) will be available for up to £5000 towards the cost of a new vehicle, representing about 25% of the expected purchase price. The cost of fully charging an EV will be approximately £1.20 / 100kms. An EVCI would enable, for example, a local

authority when renewing its own vehicle fleet to consider using EV's, producing considerable savings on annual running costs.

3.0 eLive - The Sub-regional Bid

- 3.1 Whilst the Expression of Interest has been submitted (1st June 2010), it does not at this stage commit Merseytravel and its sub-regional partners to making a full bid by 30th September 2010.
- 3.2 The maximum total project cost is £2.1 million with a request for £1 million grant from OLEV. The balance of the funds is expected to be delivered through 1/3 public sector funding, 1/3 private sector funding and 1/3 planning process. However it should be noted that these are very much provisional figures with the potential call on Sefton being in the order of £15,000 over a three year period. During the preparation of a full bid, consideration will be required to this level of support funding coming from the Local Transport Plan capital funds, and to any potential loss of income, which might occur in the parking revenue accounts, as a result of the placing of electric charging points in car parks. More accurate cost implications would be brought back to Members should the bid be successful, and prior to any approval to progress with the scheme in Sefton.
- 3.3 The initial eLive project will run over two years and will deliver a series of projects within four distinct workstreams, namely:-

eSpots:

- 3.4 The infrastructure to support electric vehicles will include key locations identified as areas of demand and scalable demonstration zones.
- 3.5 Coverage of key locations within the region will be achieved by placing infrastructure at sites which fit broadly within five categories; home, work, shopping, transport interchanges, and the visitor economy. There will be blanket coverage across the region but with greater densities of infrastructure at district centres.
- 3.6 The demonstration zones will explore how electric vehicle use and demand can be managed and exploited. They are;
 - Toxteth: Investigating the realisation of economically efficient charging solutions.
 - Southport: Socio-economic factors suggest Southport would be a prime location for initial uptake of electric vehicles.
 - Ellesmere Port: The Ellesmere Port zone will focus around stimulating regeneration through early uptake of electric vehicles.

ePark:

- 3.7 In addition to making charging points available to support electric vehicles, the LCR is proposing a comprehensive set of measures to incentivise the use of electric vehicles. Ideas include;
 - Priority parking in key locations
 - Free charging and parking at key locations

Agenda Item 5

- Guaranteed space through online pre-booking
- eLive membership with discounts and priority booking at partner events and attractions
- Free home and business safety checks for planned or installed charging points
- Free 'profitability' analysis of electric vehicles for business use
- Electric vehicle hire scheme (investigated in parallel to the Plugged-in Places bid)

eSkills:

3.8 In addition to the incentives and promotion in the ePark workstream, the eLive partners intend to use the Plugged-in Places programme to stimulate skills and development. At the local level this will include safety training, household support, fleet management advice, and electric vehicle information. At a strategic level the Northwest Development Agency will lead on skills requirements.

eInnovate:

3.9 A number of innovative applications of electric vehicles are planned for the LCR and these demonstrations will help to shape the future of our electric vehicle strategy. These include; electric bus trials, an electric taxi demonstration, and rapid charging connecting the national road network.

Benefits

- 3.10 If successful the project would provide a unique opportunity to bring about the following benefits to the sub-region;
- 1) Electric vehicle use which is integrated into every day life
 - 2) Stimulate a market to draw future investment in electric vehicle technology to the LCR
 - 3) Improved air quality and associated health benefits
 - 4) Diversification of transport fuels away from fossil fuels
 - 5) Contribute to the LCR and LTP3 targets of environmental sustainability and economic regeneration.

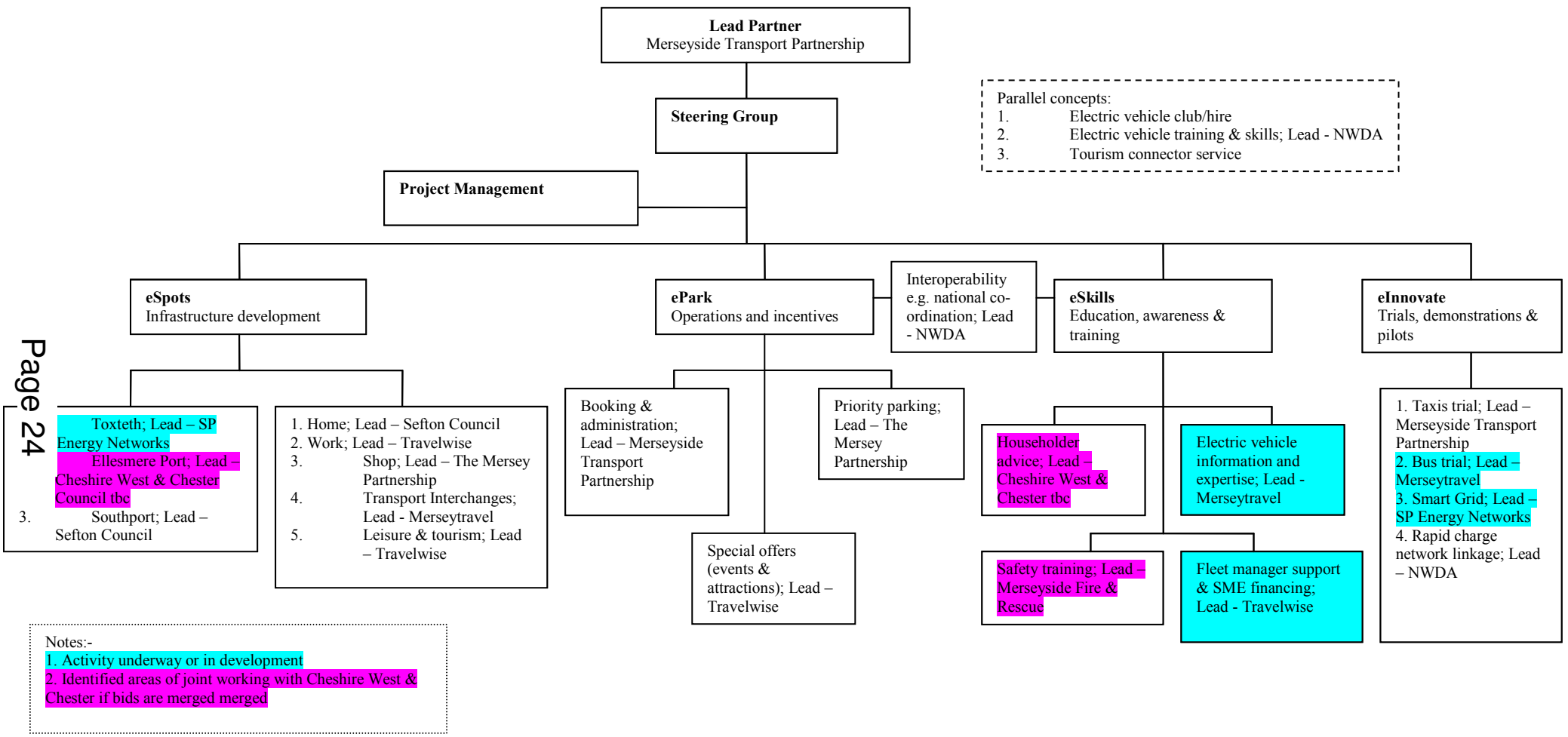
4.0 Summary

4.1 Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems.

4.2 The Plugged in Places project provides a unique opportunity to work with a range of sub-regional partners to commence the process of both providing the infrastructure required for the use of electric vehicles, and at the same time influence behaviour change away from fossil fuel consumption. Annex A attached provides at this stage an indicative Structure and organisation of eLive bid.

Structure and organisation of eLive bid

Annex A



Agenda Item 6

REPORT TO: Cabinet Member Technical Services

DATE: 30 June 2010

SUBJECT: Access to Port of Liverpool Study

**WARDS
AFFECTED:** Linacre, Church, Litherland, Ford, St Oswald & Netherton & Orrell

REPORT OF: Andy Wallis Planning & Economic Regeneration Director

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

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To seek Cabinet Member Technical Services approval in principle for the Council to project manage the final stages of the Access to Port of Liverpool Study. To date Stage 1 of the study has been approved by the Department for Transport as part of their DaSTS programme of studies and financial contributions to the work have been provided by Department for Transport, Sefton Council, North West Development Agency, Highways Agency and Liverpool City Council.

REASON WHY DECISION REQUIRED:

This Project is currently project managed by 4NW on behalf of the Department for Transport and other Partners with St Helens Council as the accountable body. As 4NW will cease to be able to provide support after June 2010, one of the other funding partners needs to take over project management responsibilities to bring the study to an appropriate conclusion.

RECOMMENDATION(S):

It is recommended that:

- i) Progress of the Access to Port of Liverpool Study in Sefton and North Liverpool to complete the Stage 2 as outlined in the report be approved.
- ii) Approve in principle the Director of Planning and Economic Regeneration assuming the project management responsibility of the project from 4NW.
- iii) A further report be presented on a revised scope, scale and timescale to bring the study to an appropriate conclusion within available funding and on the revised contract arrangements.

Agenda Item 6

KEY DECISION: No

FORWARD PLAN: No

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

ALTERNATIVE OPTIONS:

One of the other funding partners be requested to manage the study.

IMPLICATIONS:

Budget/Policy Framework: St Helens Council are 4NW's Accountable Body and currently hold a remaining sum of £28k from initial funding provided for the study by the study partners. An additional sum of £20k has been approved from Sefton 2010/11 LTP Capital Programme. Some partners are also reviewing the potential for further contributions. Further work on the study will be contained within available funding. Arrangements will be required to be put in place to transfer funds for the study from St Helens Council.

Financial:

<u>CAPITAL EXPENDITURE</u>	2009 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
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?				

Agenda Item 6

Legal: Agreements will need to be put in place to permit the current contract between St Helens Council and the Consultant WSP to be taken over by Sefton Council on behalf of the Project Management Group

Risk Assessment:

Asset Management:

CONSULTATION UNDERTAKEN/VIEWS

FD 440 The Head of Corporate Finance & Information Services has been consulted and has no comments on 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 6

1.0 Background

- 1.1 The previous Government as part of its programme to progress 'Delivering a Sustainable Transport System' instigated a series of regional and national studies.
- 1.2 Recognising the local, regional and national importance of the Port of Liverpool in South Sefton/North Liverpool and the ongoing need to establish improved transport access, as well documented in regional, sub-regional and local plans and strategies, an Access Study was commissioned in October 2009. This was to ensure that proposed future capital funding was being targeted to the most appropriate sustainable interventions to address the identified transport challenges in the short, medium and longer term.
- 1.3 The study has to date been project managed by the Regional Leaders Board (4NW) with St Helens Council, as the accountable body and had an outline funding package as follows:

	£
Department for Transport	58,000
Sefton Council (LTP Funding)	30,000
Liverpool Council (LTP Funding)	3,000
Highways Agency	10,000
North West Development Agency	<u>15,000</u>
Total	<u>£118,000</u>

4NW as Project Managers chaired a Project Management Group comprising the funding partners.

- 1.4 The study is in two stages:

- Stage 1
- Port Trade: Scenarios and Growth
 - Port Access Issues – assessment of all current transport access modes.
 - Option Generation and Assessment – possible transport intervention to address identified issues
- Stage 2
- Evaluation of interventions
 - Identification of potential Strategies
 -
 - Final report.

2.0 Current Situation

- 2.1 The new Government has announced that 4NW will no longer be funded after June 2010 and arrangements are in hand to bring its work programmes to a close or transfer them as appropriate from the end of June 2010.

- 2.2 This study has completed Stage 1, with some base Stage 2 work also undertaken by the Project Management Group to deliver more appropriate stage outcomes.

A Stage 1 report is currently being finalised. Expenditure to date is approximately £90k. In accordance with agreed funding profiles all the Department for Transport funding has been expended, leaving approximately £28k available funding from that provided by the other funding partners.

3.0 Issues for consideration

- 3.1 Despite the current uncertainty with regard to future transport funding, it is considered important to be in an informed position to be able to seek future funding opportunities as they may arise. This is particularly important with the 3rd Merseyside Local Transport Plan due for submission in April 2011, to progress the current Merseyside Multi-Area Agreement that promotes the SuperPort concept and particularly improving access, and as securing better transport links to the Port is a transformational action in the Regional Economic Strategy.
- 3.2 For the study to provide this evidence base the Regional Partners agree it would be beneficial to progress the proposed Stage 2. This will permit future strategies and programmes to be developed taking the latest government financial and policy guidance into account. Seeking to maximise the accommodation of future growth in Port traffic on the existing transport networks will continue to be a key priority.
- 3.3 It is proposed that Sefton Council approve the progression of Stage 2 of the study and subject to the Department for Transport and other partners similarly approving, the Council as the main local funding partner to take over the project management responsibilities from 4NW.
- 3.4 If progressed arrangements will have to be instigated with St Helens Council for the novation of the contract to Sefton and the transfer of the existing study funding. The details will be subject of a future report to Cabinet Member.
- 3.5 The scope, scale and timescale for the Stage 2 work will need to be negotiated by the Project Management Group with the consultant. This will have to be tailored to fit with available funding. Sefton have already identified potential additional funding to assist with bringing the study to a satisfactory conclusion, with other partners similarly reviewing the situation.
- 3.6 Subject to a satisfactory Stage 2 work programme and funding package being agreed by the partners, the details will be reported to Cabinet Member Technical Services for approval before work commences.
- 3.7 Cabinet Member will be aware of the current Government review of funding for the Thornton Switch Island Link Scheme. Completing the study will enable the full benefit of this scheme to be taken into account i.e. improving Port Access by reducing delays of the A5036/Copy Lane junction.

Agenda Item 6

4.0 Risks/Implications

- 4.1 Stage 1 of the study emphasises the implications of the increasing demands on the transport networks in South Sefton and North Liverpool, particularly as the proposed deep sea river terminal will open up the distribution of containers to national destinations.
- 4.2 However, there are considerable local issues to accommodating this growth in terms of social and environmental impacts.
- 4.3 The remaining stages of the study will need to take full account of these diverse demands, and it is accepted that if the Council project manage the study, it is not bound to accept or approve any or all of the recommendations for future transport interventions.

5.0 RECOMMENDATION(S):

It is recommended that:

- iii) Progress of the Access to Port of Liverpool Study in Sefton and North Liverpool be noted.
- iv) Approve in principle the Director of Planning and Economic Regeneration assuming the project management responsibility of the project from 4NW.
- iii) A further report be presented on a revised scope, scale and timescale to bring the study to an appropriate conclusion within available funding.

Agenda Item 7

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 30th JUNE 2010

SUBJECT: HIGHWAYS ACT 1980, SECTION 278 AGREEMENTS, VARIOUS DEVELOPMENTS.

WARDS AFFECTED: ST OSWALD & NETHERTON & ORRELL, LINACRE & DERBY, CROSBY, LITHERLAND & FORD, SUDELL

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

CONTACT OFFICER: D. MARRIN – TRAFFIC SERVICES MANAGER – Ext. 4295
B. MASON – HIGHWAYS DEVELOPMENT CONTROL – Ext. 4175

EXEMPT/ CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek approval for the Legal Director in conjunction with the Planning and Economic Development Director to enter into agreements with the organisations/developers listed within the report, under Section 278 of the Highways Act 1980 for the implementation of various schemes of highway improvements associated with their respective developments, as detailed within the report.

REASON WHY DECISION REQUIRED:

The decision is required in order to allow a scheme of highway improvements that are the subject of a condition of planning approvals.

RECOMMENDATION(S):

That : -

1. The Director of Legal Services be authorised in conjunction with the Planning and Economic Development Director to enter into agreements with the following companies / organisations pursuant to Section 278 of the Highways Act 1980 for the implementation of a scheme of highway improvements associated with their respective developments : -
 - Former Rolls Royce Factory, Dunnings Bridge Road, Netherton – Applicant – Royal London Mutual Insurance Society Ltd 55 Gracechurch Street, London EC3V 0RL (reference S/2006/1165)
 - Various Properties On Keble Road, Hertford Road, Exeter Road, Queens Road, Kings Road, College View, Marble Close and Balliol Road, Bootle – Applicant – Keepmoat Homes, Keepmoat Homes North West, Keepmoat House, Windward Drive, Estuary Drive, Estuary Business Park, Liverpool L24 8RF (reference S/2009/0873)
 - Mersey, Stanley, Chesnut and Salisbury House, St James Drive, Bootle – Applicant – One Vision Housing, Atlantic House, Dunnings Bridge Road, Bootle, L30 4TH (reference S/2009/0332)
 - Alexander, Montgomery and Churchill House, Kings Park, Seaforth – Applicant – One Vision Housing, Atlantic House, Dunnings Bridge Road, Bootle, L30 4TH (reference S/2009/0834)

Agenda Item 7

- Captains Green, Bootle – Applicant – Adactus Housing, Turner House, 56 King Street, Leigh, WN7 4LJ (reference S/2010/0187)
- Maggies Public House, Bridle Road, Netherton, – Applicant – Daniel Thwaites Brewery LTD, Penny Street, Blackburn, BB1 5BU (reference S/2009/1125)
- St John and St James Church, 50a Monfa Road, Bootle – Applicant – McInerney Homes & The Parochial Church Council of Orrell Hey, Beacham Court, Smithy Brook Road, Wigan WN3 6PR (reference S/2009/1019).
- Dean & Chapel House, Waterloo, - Applicant - One Vision Housing, Atlantic House, Dunnings Bridge Road, Bootle, L30 4TH (reference S/2010/0377)
- Former Ashworth Hospital South, School Lane, Maghull, - National Offenders Management Service Room 513 Abell House, John Islip Street London SW1P 4LH (reference S/2008/0547)

as shown upon the attached drawings numbered DC0639, DC0640, DC0643, DC0642, DC0644, DC0645, DC0646, DC0641 and DC0647

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 proposals.

The applicant will meet the legal and administrative cost of

<u>CAPITAL EXPENDITURE</u>	2009 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure	N/A			
Funded by:				

Agenda Item 7

Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources	No			
Funded from External Resources	Yes			
Does the External Funding have an expiry date? No	When?			
How will the service be funded post expiry?				

Legal: No

Risk Assessment: None

Asset Management: None

CONSULTATION UNDERTAKEN/VIEWS

Ward Councillors, Statutory Undertakers

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		✓	

Agenda Item 7

	Democracy			
8	Children and Young People		✓	

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

Planning Application references S/2006/1165, S/2009/0873, S/2009/0332, S/2009/0834, S/2010/0187, S/2009/1125, S/2009/1019, S/2010/0377 and S/2008/0547

1.0 Information / Background

- 1.1 The Council's Planning Committee has granted various planning permission/consents reference S/2006/1165, S/2009/0873, S/2009/0332, S/2009/0834, S/2010/0187, S/2009/1125, S/2009/1019, S/2010/0377 and S/2008/0547 which are the subject of a number of conditions, including specific highway related improvements within the Borough. The works are essentially required to ensure that the developments are accessible and comply with the Council's supplementary Planning Guidance (SPD Ensuring Choice of Travel). The application details are set out within the report.
- 1.2 Former Rolls Royce Factory, Dunning's Bridge Road, Netherton – Applicant – Royal London Mutual Insurance Society Ltd 55 Gracechurch Street, London EC3V 0RL (reference S/2006/1165). The approved planning consent relates to development of an employment park and trade park (use classes B1, B2, B8 and sui generis) with associated areas, servicing and parking and change of use of existing Rolls Royce plant building from B2 to B2/B8. The highway conditions in relation to highway works essentially consist of the construction of a new junction at Bridle Road/Vesty Road. Plan No. DC0639.
- 1.3 Various Properties On Keble Road, Hertford Road, Exeter Road, Queens Road, Kings Road, College View, Marble Close and Balliol Road, Bootle – Applicant – Keepmoat Homes, Keepmoat Homes North West, Keepmoat House, Windward Drive, Estuary Drive, Estuary Business Park, Liverpool L24 8RF (reference S/2009/0873). The approved planning consent relates to the construction of 159 no. (2,2.5 and 3 storey) residential dwellings, garages and cycle/bin stores including the layout of car parking and public realm areas. The highway works essentially consist of alteration to the alignment of Kings Road and Queens Road, new site access roads, the installation of traffic signs. These works are in order to ensure that the development is accessible and safe for pedestrians to access the proposed development. Plan No. DC0640
- 1.4 Mersey, Stanley, Chesnut and Salisbury House, St James Drive, Bootle – Applicant – One Vision Housing, Atlantic House, Dunning's Bridge Road, Bootle, L30 4TH (reference S/2009/0332). The approved planning consent relates to the Construction of an additional two storeys to each of the existing four tower blocks creating 32 no. new flats, infill extensions to the East and West elevations of Chestnut and Salisbury House, external refurbishment to the fabric of the tower blocks, layout of new car parks, pathways, landscaping and boundary treatments. The highway works essentially consist of the alteration and configuration of all the access points and closing the existing redundant sections of vehicular access with footways reinstated. The scheme of works includes a 'homezone' area on St James Road the installation of a number of individual road humps on Capricorn Way with appropriate signage to illustrate a 20mph TRO also being required. Plan No. DC0643
- 1.5 Alexander, Montgomery and Churchill House, Kings Park, Seaforth – Applicant – One Vision Housing, Atlantic House, Dunning's Bridge Road, Bootle, L30 4TH (reference S/2009/0834). The

refurbishment and extension of 3 existing high rise tower blocks to create 109 new flats (Alexander House and Churchill House to have two new wings, Montgomery House to have one new wing all full height with three new storeys); refurbishment of all three blocks to include new render and windows; erection of 7 terraced houses; external works comprising of new play area, car parking, garden areas, pathways and boundary treatments. The highway works essentially consist of the alteration and reconfiguration of all the access points surrounding the development. The scheme of works provide a 'homezone' area on Kings Park and the provision of pedestrian links between Sandy Road and Kings Park and Sandhurst Close. Appropriate signage to illustrate a 20mph TRO is also required. Plan No. DC0642.

- 1.6 Captains Green, Bootle – Applicant – Ms A Dooley Adactus Housing, Turner House, 56 King Street, Leigh, WN7 4LJ (reference S/2010/0187). The approved planning consent relates to the construction of 16 no. two storey dwellings comprising: 2 no. terraces of 8 no. dwellings each, layout of car parking and landscaping. The highway works consist of the removal of a redundant vehicle accesses, the reinstatement of the footway and the construction of new vehicular accesses. These works are in order to ensure that the development is accessible and safe for pedestrians. Plan No. DC0644.
- 1.7 Maggies Public House, Bridle Road, Netherton, – Applicant – Daniel Thwaites Brewery LTD, Penny Street, Blackburn, BB1 5BU (reference S/2009/1125). The approved planning consent relates to the erection of mixed use development comprising of one retail unit (Class A1), one office unit (Class B1) and one drive-through restaurant (Class A3) together with alterations to the existing access road and new car parking layout after demolition of existing building. The works essentially consist of improvement of the existing footway on the south side of Bridle Road (between Netherton Way and Bridle Way). Works will include removal of overgrown vegetation, removal of bollards and guard railing, the closure of redundant accesses, reconstruction of footways and provision of tactile paving/dropped kerbs at new and existing accesses. In addition, the upgrade to the footpath link to footpath/cyclepath between Bridle Road and Netherton Way to provide a 3.0m width including signage, lining and lighting, the upgrade of the existing subway and approaches, including but not limited to improved lighting and CCTV, painting and surface improvements, the upgrade of two existing bus stops on Netherton Way, to include the provision of access kerbs and the alteration of footway levels together with the provision of enhanced carriageway markings. Plan No. DC0645.
- 1.8 St John and St James Church, 50a Monfa Road, Bootle – Applicant – McInerney Homes & The Parochial Church Council of Orrell Hey, Beacham Court, Smithy Brook Road, Wigan WN3 6PR (reference S/2009/1019) The approved planning consent relates to the erection of 16 dwellings following demolition of existing church. The works essentially consist of the reconstruction of the pedestrian footway of Monfa Road, Netherton Road and Kirby Road where they adjoin the development site. The works to the footway will also need to include the provision of flush kerbs and tactile paving on both sides of the junctions of Monfa Road/Netherton Road and Monfa Road/Kirby Road. Plan No. DC0646.
- 1.9 Dean & Chapel House, Waterloo, - Applicant - One Vision Housing, Atlantic House, Dunnings Bridge Road, Bootle, L30 4TH (reference S/2010/0377). The approved planning consent relates to the Installation of a new security fence to a maximum height of 1.8 metres together with a new vehicular access from Wesley Street and pedestrian access from Church Road, railings around tenants' private space and associated landscape works (re-submission of S/2009/0837). The highway works essentially consist of modifying vehicular accesses off Wesley Street, with existing redundant sections of vehicular access being reinstated. A scheme of highway improvements are also required, consisting of the reconstruction of the footway and increase its width along Wesley Street and Church Road to tie in with the proposed fence line. These works will ensure the safety of pedestrians visiting the new school. Plan No. DC0641.
- 1.10 Former Ashworth Hospital South, Applicant – National Offenders Management Service (NOMS) Room 513 Abell House, John Islip Street London SW1P 4LH (reference S/2008/0547.) The approved planning consent relates to the construction of a 600-place prison, 5.2m high perimeter wall, visitor centre and ancillary buildings, layout of car parking, access road, minor highway

Agenda Item 7

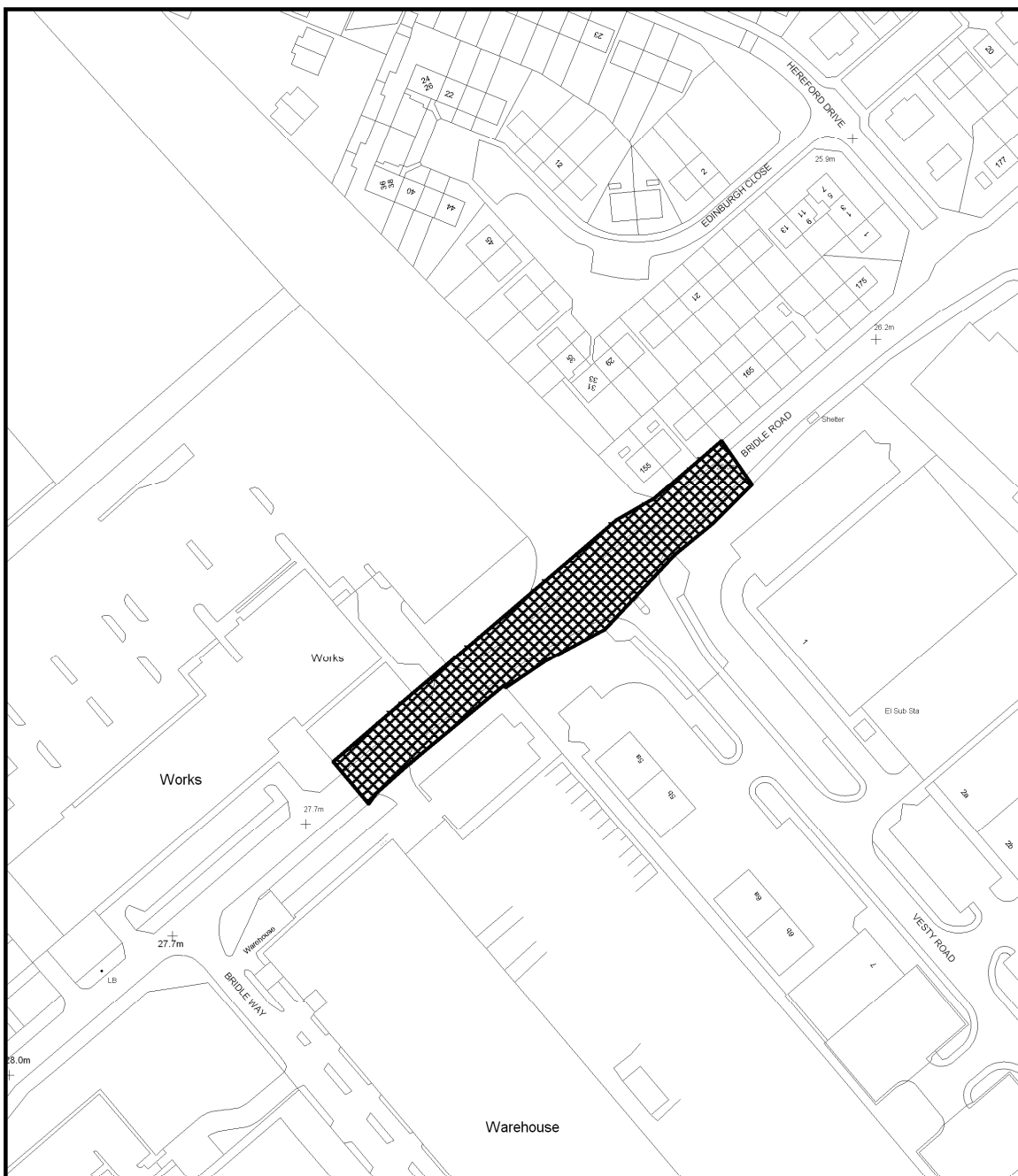
works, landscaping details, recreational facilities and footpaths. The highway works essentially consist of closing off the redundant vehicular access on School Lane and reconstruction of the footway/verge, construction of a new roundabout largely in accordance with Atkins drawing no. 5040697/001 rev.A, constructing a new pedestrian footway on the north side of School Lane between the site entrance and the junction with Park Lane and along the south and south-west sides of Park Lane directly adjacent to the carriageway; introduce flush kerbs and tactile paving across Park Lane at its junction with School Lane, constructing a scheme of traffic calming measures along School Lane (between Park Lane and the bridge over the rail line) and Park Lane (between School Lane and Dodd's Lane, the introduction a scheme of street lighting along Park Lane (between its junction with School Lane and the bridge over the rail line), upgrading 4 existing bus stops on Park Lane with access kerbs, paving and enhanced 'bus stop' carriageway markings, the construction of 2 new bus stops on School Lane with access kerbs, paving and enhanced 'bus stop' carriageway markings, one incorporating a lay-by and shelter, the erection of a scheme of direction signs from Junction 1 of M58 to the site access and from Northway (northbound), via Eastway, Deyes Lane and School Lane to the site access and the removal of all redundant hospital signage. These works will ensure the safety of pedestrians visiting the new prison. Plan No. DC0647.

- 1.11 It is proposed that the Council's joint venture partner Capita Symonds will in all cases undertake the design of the schemes and commission the necessary improvement works on behalf of the developer via the Council's term maintenance contractors with the exception of the application from One Vision Housing, whereby their own contractor (Construction-line approved) will undertake the works under the strict supervision of the Highway Authority.
- 1.12 To enable each of the proposed works to be undertaken, it is necessary for the developers to enter into an agreement under Section 278 of the Highways Act, 1980.
- 1.13 All costs including the Councils fees in designing, procurement and implementing the improvement works in each case, will be funded solely by the developer.
- 1.14 The location of the works are shown upon the attached drawings numbered DC0639, DC0640, DC0643, DC0642, DC0644, DC0645, DC0646 and DC0641
- 1.15 It is considered that the legal test for entering into this form of agreement in each case, has been met and it is in the interests of the public that such works are undertaken to the public highway.

2.0 **Conclusion**

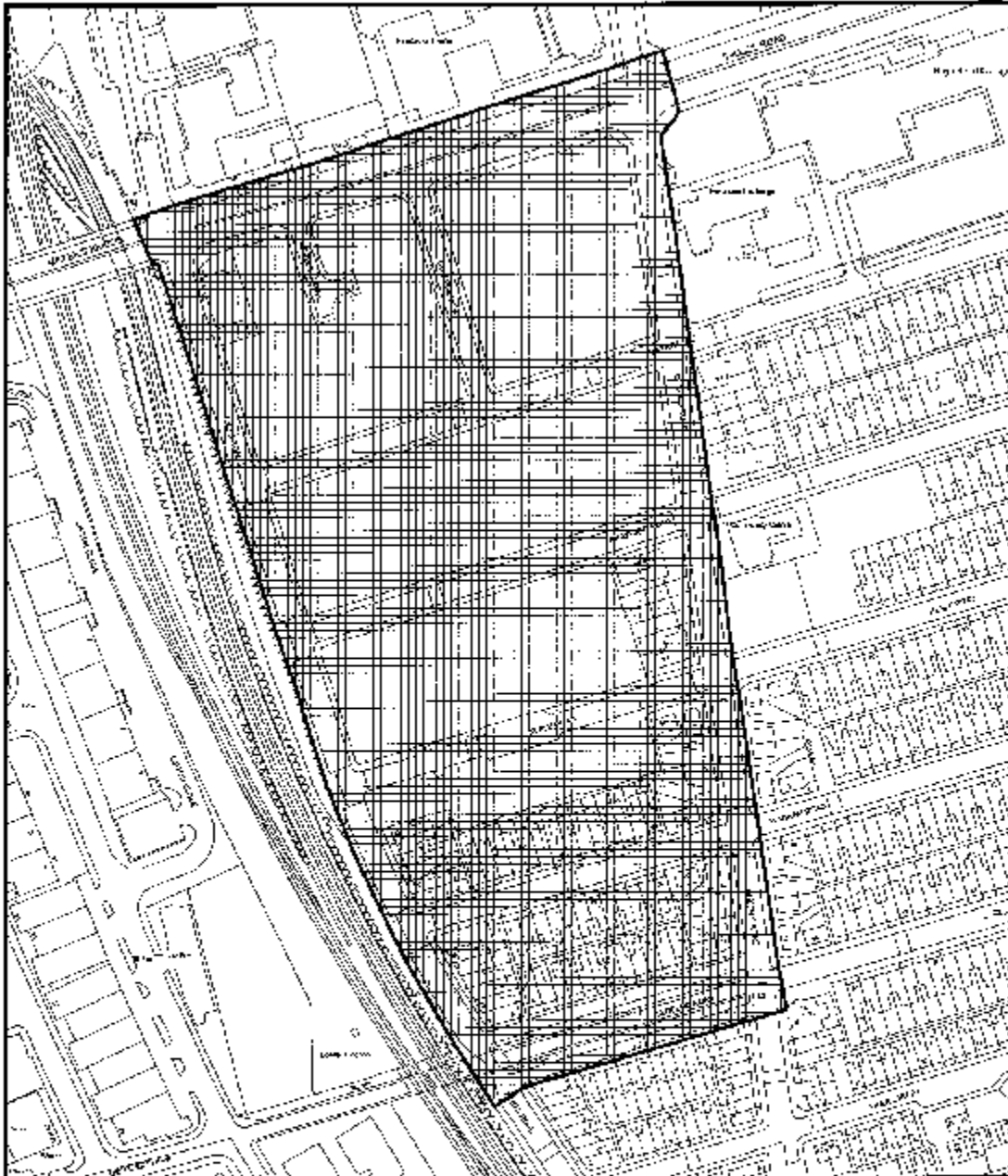
- 2.1 A Section 278 Highways Act 1980 Agreement is an agreement between the Council and a developer, which describes proposed modifications to the existing highway network to facilitate or service a development. It is not, however, a contract to carry out work and only applies to works on existing highways.
- 2.2 There are a number of applications detailed within the report from developers/applicants to enter into a s278 Highways Act 1980 agreement with the Council to execute works associated with their development and which have been identified and subsequently conditioned as part of their respective approved planning consent. Approval is required from the Cabinet Member to enable the Director of Planning and Economic Development Department to enter into such agreements and instruct the Legal Services Director to prepare and engross the agreements.



Andy Wallis
Director of Planning and Economic Development Directorate

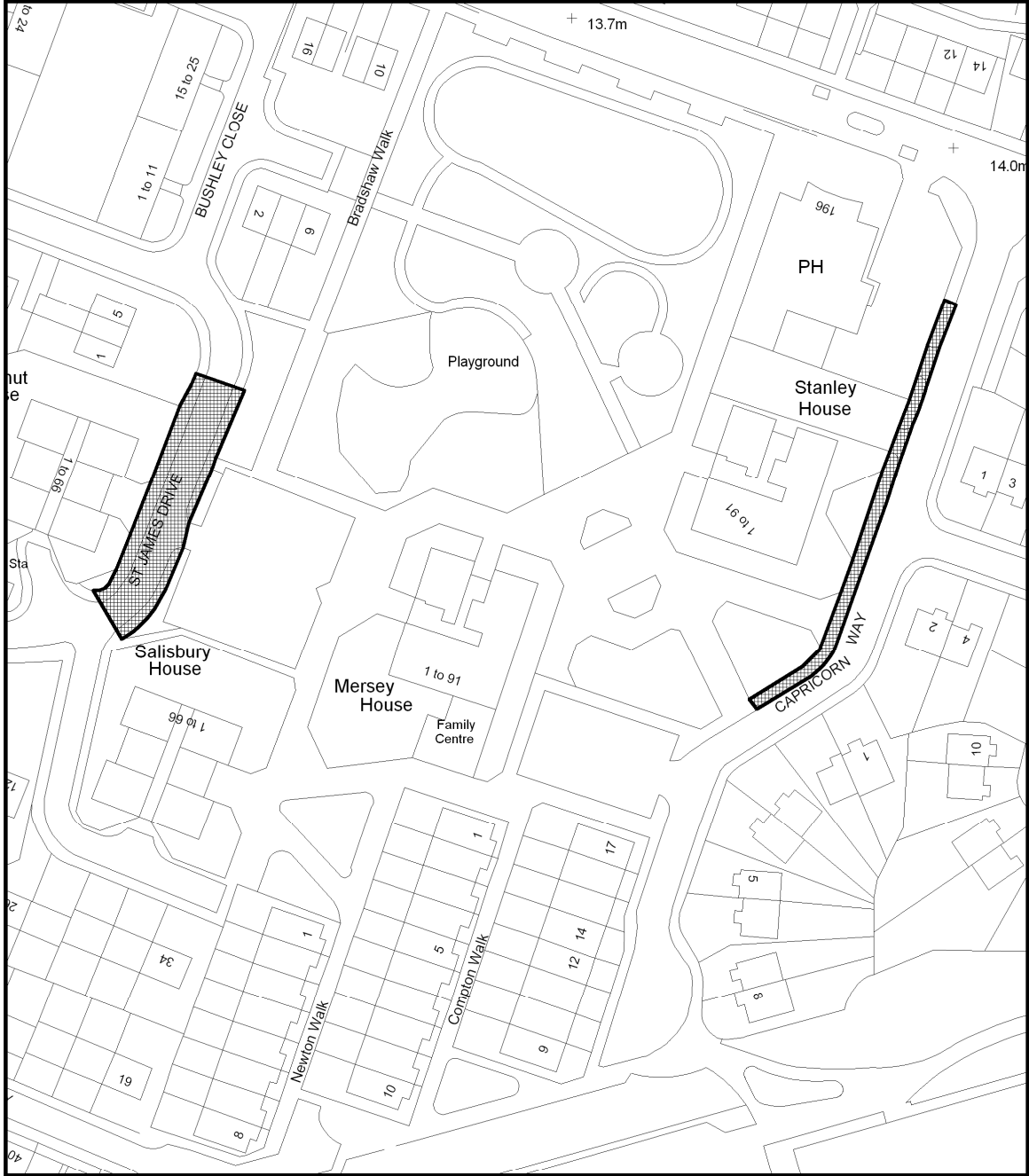




SEFTON M.B.C.	Section 278 location plan			
	Bridle Road, Netherton Area of s278 shown hatched			
	HIGHWAYS DEVELOPMENT CONTROL	Drawn By: MH	Scale: NTS	Date: 10/06/10
Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ	Ward: Netherton & Orrell		OS: SJ3697NW	Plan: DC0639
	<small>This map is reproduced from Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution proceedings. Sefton Council Licence No. 100018192, 2010.</small>			File: DC0639

Agenda Item 7

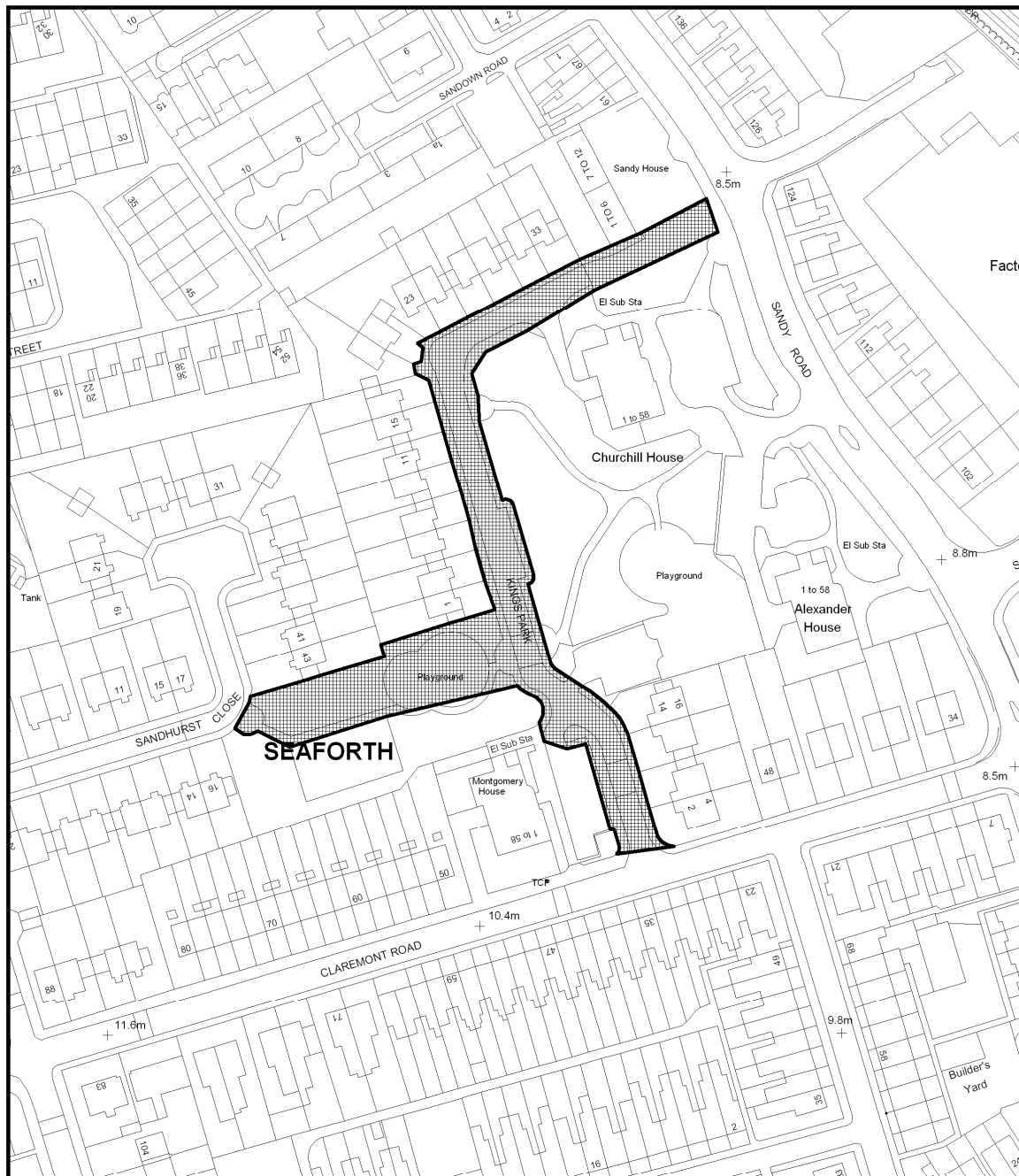




 <p>SEFTON M.B.C.</p>	Section 278 location plan			
	Queens Road/Bedford Road, Bootle, HMRI			
Area of s278 shown hatched				
<p>PLANNING DEVELOPMENT CONTROL</p> <p>Andy Wells Director Planning & Economic Development Works at 17/18 Stirling Road Bootle, L20 7JG</p>	Drawn By: MH	Scale: NTS	Date: 10/06/10	Checked: BM
	Ward: Linacre	OS: SJ3494NW		Plan: DC0640
<small> This map is issued as a public document and is not to be used for any other purpose. It is the responsibility of the user to ensure that the information is up to date and to use it in accordance with the relevant legislation. </small>				

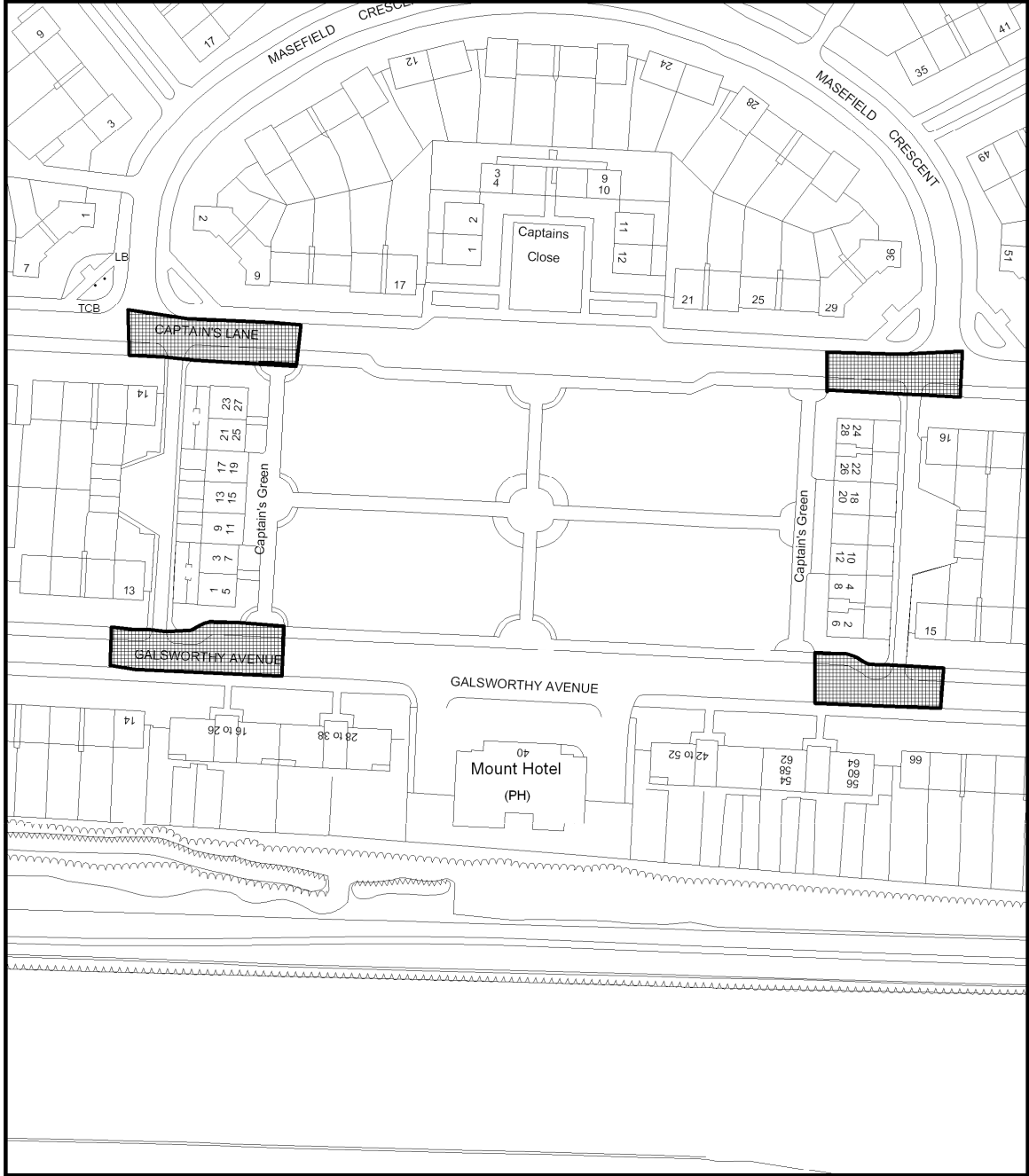




<p>SEFTON M.B.C.</p> 	<p>Section 278 location plan</p> <p>St James Drive/Capricorn Way, Bootle</p> <p>Area of s278 shown hatched</p>			
<p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ</p>	<p>Drawn By: MH</p>	<p>Scale: NTS</p>	<p>Date: 10/06/10</p>	<p>Checked: BM</p>
<p>Ward: Linacre</p>		<p>OS: SJ3395NE</p>		<p>Plan: DC0643</p>
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Agenda Item 7

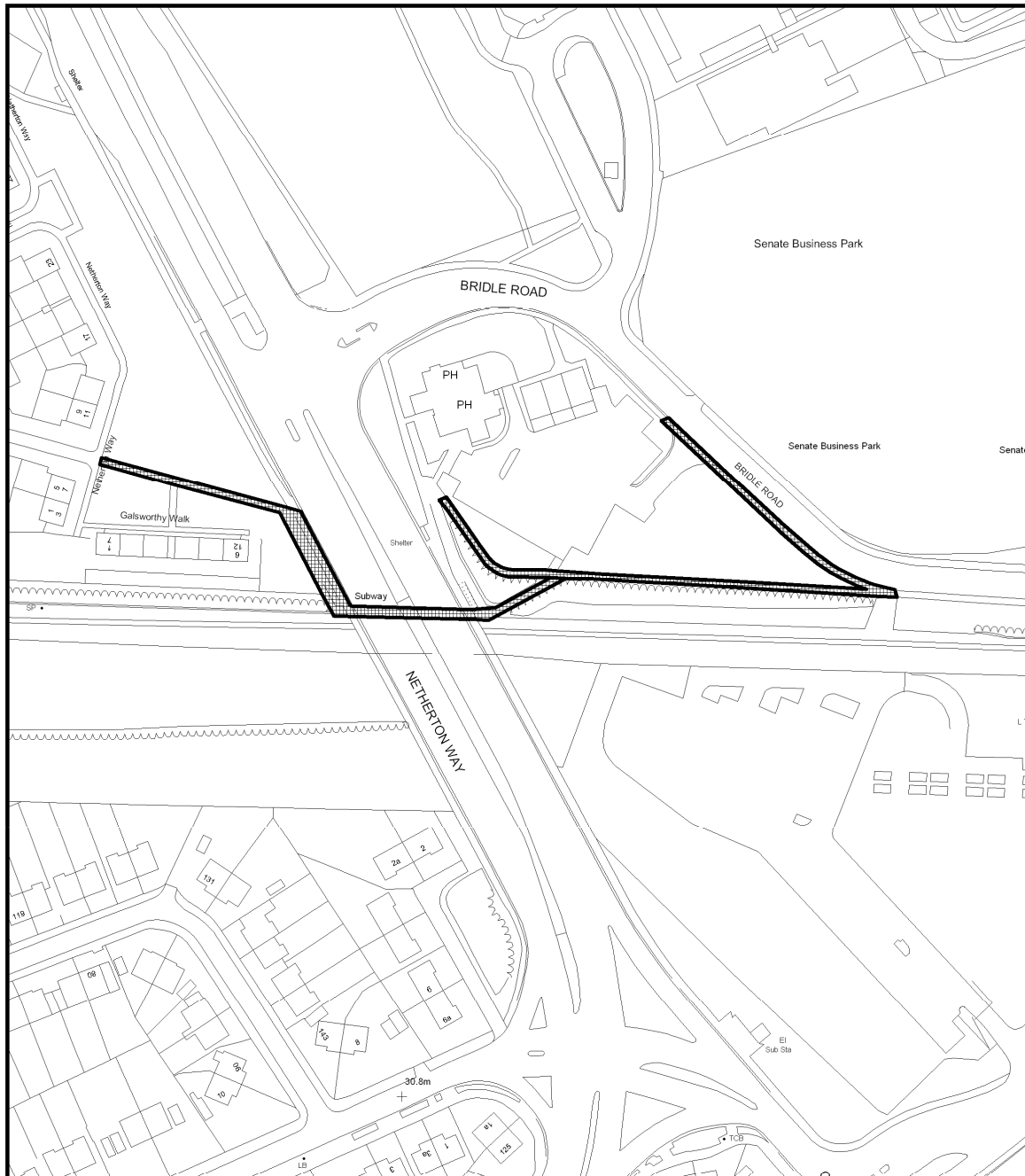


<p>SEFTON M.B.C.</p> 	<p>Section 278 location plan</p> <p>Kings Park, Seaforth</p> <p>Area of s278 shown hatched</p>			
	<p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Boothle, L20 3NJ</p>	<p>Drawn By: MH</p>	<p>Scale: NTS</p>	
<p>Ward: Church</p>		<p>OS: SJ3297SE</p>		<p>Plan: DC0642</p>
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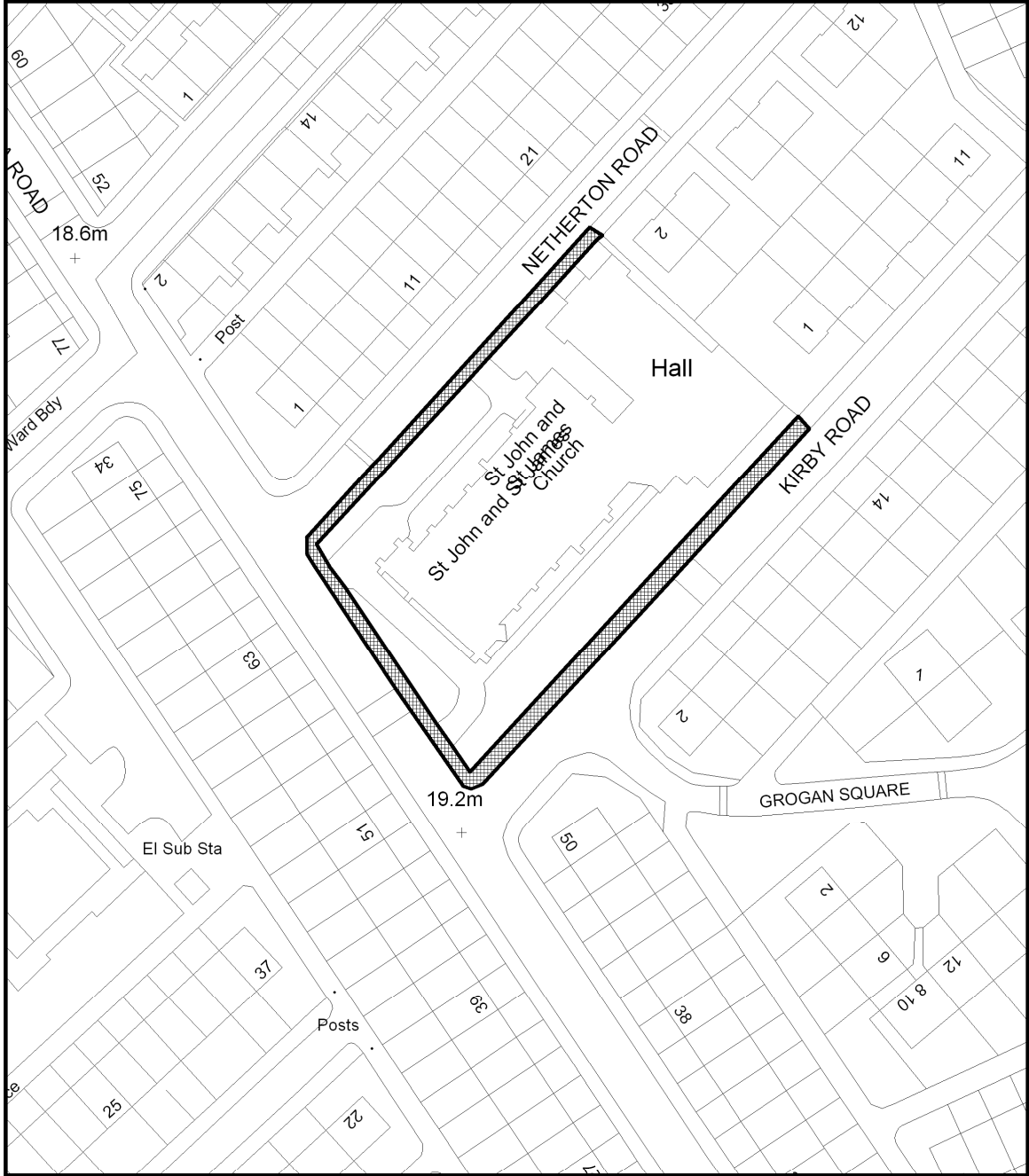




<p>SEFTON M.B.C.</p>  <p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ</p>	<p>Section 278 location plan</p> <p>Captains Lane, Bootle</p> <p>Area of s278 shown hatched</p>			
	<p>Drawn By: MH</p>	<p>Scale: NTS</p>	<p>Date: 10/06/10</p>	
<p>Ward: Litherland</p>		<p>OS: SJ3497NE</p>		<p>Plan: DC0644</p>
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Agenda Item 7





SEFTON M.B.C.	Section 278 location plan			
	Bridle Road, Bootle Area of s278 shown hatched			
HIGHWAYS DEVELOPMENT CONTROL Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ	Drawn By: MH	Scale: NTS	Date: 10/06/10	Checked: BM
	Ward: Netherton & Orrell	OS: SJ3597SW	Plan: DC0645 File: DC0645	
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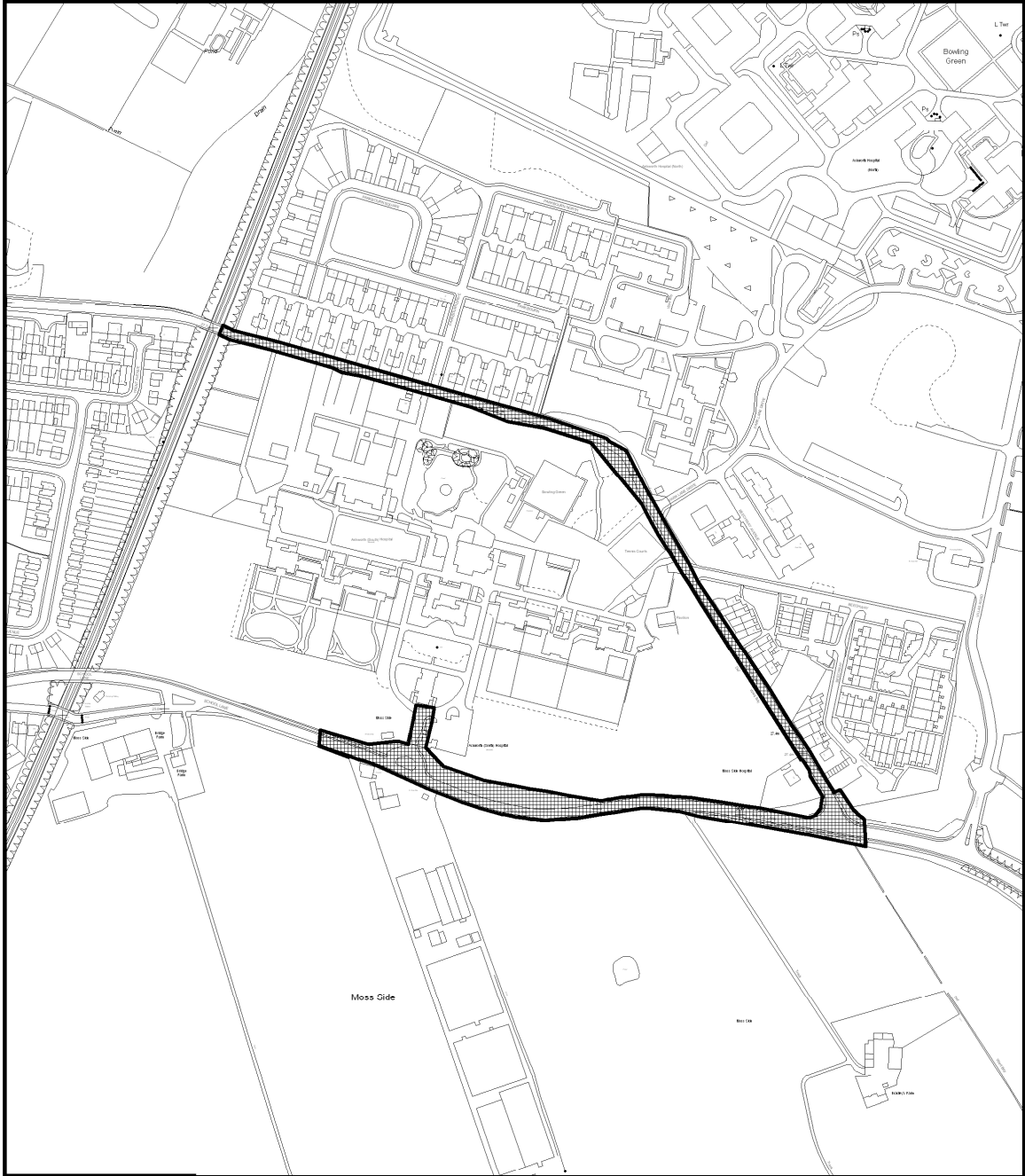




<p>SEFTON M.B.C.</p> 	<p>Section 278 location plan</p> <p>Monfa Road, Bootle</p> <p>Area of s278 shown hatched</p>			
<p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ</p>	<p>Drawn By: MH</p>	<p>Scale: NTS</p>	<p>Date: 10/06/10</p>	<p>Checked: BM</p>
<p>Ward: Derby</p>		<p>OS: SJ3496NE</p>		<p>Plan: DC0646</p>
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Agenda Item 7



 <p>SEFTON M.B.C.</p>	Section 278 location plan				
	Dean and Chapel House, Waterloo				
Area of s278 shown hatched					
<p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Bootle, L20 3NJ</p>	Drawn By: MH	Scale: NTS	Date: 10/06/10	Checked: BM	
	Ward: Church		OS: SJ3197NE		Plan: DC0641
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<p>SEFTON M.B.C.</p> 	<p>Section 278 location plan</p>			
<p>Park Lane and School Lane, Maghull</p>				
<p>Area of s278 shown hatched</p>				
<p>HIGHWAYS DEVELOPMENT CONTROL</p> <p>Andy Wallis Director of Planning & Economic Development Magdalen House 30 Trinity Road Boole, L20 3NJ</p>	<p>Drawn By: MH</p>	<p>Scale: NTS</p>	<p>Date: 10/06/10</p>	<p>Checked: BM</p>
<p>Ward: Sudell</p>		<p>OS: SD3902NW</p>		<p>Plan: DC0647</p>
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Agenda Item 8

REPORT TO: CABINET MEMBER : TECHNICAL SERVICES
CABINET

DATE: 30th JUNE 2010
8TH JULY 2010

SUBJECT: RENEWAL OF MINOR WORKS SERVICE CONTRACTS
AND THE ROUTINE MAINTENANCE OF BRIDGES AND
STRUCTURES CONTRACT

WARDS AFFECTED: ALL

REPORT OF: PETER MOORE, ENVIRONMENTAL AND TECHNICAL
SERVICES DIRECTOR

CONTACT OFFICER: STEPHEN BIRCH SMBC
PAUL SCOTT SMBC
PAUL GROGAN CAPITA SYMONDS

EXEMPT/CONFIDENTIAL: NO

PURPOSE/SUMMARY:

1. To advise members on the proposals for the renewal of the Service Contract No. 6 for Minor Highway Works and the Contract for the Routine Maintenance of Bridges and Structures.
2. To seek approval from Members to extend the existing service contracts with Wrenco (Contractors) Ltd., Westshield Limited (Service Contract 6) and Wrenco (Contractors) Ltd (Bridges & Structures) until new contractual arrangements are in place, for a period not exceeding 12 months.

REASON WHY DECISION REQUIRED:

Both the existing Service Contract No. 6 and the Contract for the Routine Maintenance of Bridges and Structures are due to end on 31 July 2010. A renewal of all minor works / service contracts and procurement methods is in progress, with the aim of being in place on 1st April 2011. To enable the continued implementation of urgent bridge and structure maintenance, LTP highways schemes, other Sefton funded schemes and works for third party clients within required time scales, it is proposed that the existing contracts are extended for the interim period. This period not to exceed a maximum of 12 months to allow for any delay in awarding the new contracts.

RECOMMENDATION(S):

It is recommended that the Cabinet Member:

- a) Notes the contents of the report and supports the recommendations for Cabinet.

It is recommended that the Cabinet:

1. Notes the proposals for the renewal of the stated contracts which may include minor amendments.
2. Approves the extension of the existing Service Contract No. 6 and the Contract for the Routine Maintenance of Bridges and Structures for a period not exceeding 12 months in order to provide continuity for works implementation until the new contractual arrangements are in place.
3. Waives Contract Procedure Rule No. 4 as regards Invitation to Tender to allow the extension of the contracts.

KEY DECISION: NO

FORWARD PLAN: NOT APPLICABLE

IMPLEMENTATION DATE: 1st AUGUST 2010

Agenda Item 8

ALTERNATIVE OPTIONS: The alternative is that the existing contracts are not extended. In this scenario, each element of work would be subject to a separate tendering exercise. This would lead to delays in commencing work and unacceptable additional costs for procurement.

IMPLICATIONS:

Budget/Policy Framework: None.

Financial: The existing rates within the Service Contract 6 and Routine Maintenance of Bridges and structures Contract may be increased as appropriate in accordance with DTI indices and conditions of contract. All works undertaken within the terms of these contracts are within approved budgets.

Legal: Since the value of the extensions to the contracts may exceed £150,000 in value, it will be necessary to seek authority to waive Contracts Procedure Rule No. 4 as regards the invitation of tenders.

Risk Assessment: NO SIGNIFICANT RISKS ASSOCIATED WITH THIS REPORT. Each scheme is awarded on an individual basis, within an approved budget, so there is no long term contractual obligation.

Asset Management: NOT APPLICABLE

CONSULTATION UNDERTAKEN/VIEWS

FD 446 The Head of Corporate Finance & Information Services has been consulted and has no comments on 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 -

Cabinet Member :Technical Services Report 25 September 2002
 Cabinet Member :Technical Services Report 13 July 2006 – SC6
 Cabinet Member :Technical Services Report 13 July 2006 - RMBS

Agenda Item 8

1.0 BACKGROUND

- 1.1 Two contracts were put out to tender and awarded to run from August 2006:
- a) Minor Highway Works Contract No. 6 (approx. value £750,000 per year) to run from 1st August 2006 to 31st July 2010
 - b) Routine Maintenance of Bridges and Structures Contract (approx. value £100,000 per year) also to run from 1st August 2006 to 31st July 2010.

The contracts operate on a Target Cost basis for reimbursement to the contractor. The principles for this form of contract procurement are in line with recent guidance from the Centre for Construction Innovation. The contracts also include Key Performance Indicators to monitor specific elements of the contractor's performance and to encourage a process of continued improvement during the course of the contract period.

- 1.2 A review of the current contracts has been undertaken to determine whether any amendments should be made to the contracts should they be extended. The review considered details of the contract clauses and the details of the payment mechanism. Some minor amendments are recommended and these are noted in section 1.3 below. It should be noted that the current contracts are operating successfully and provide good value for money and performance.

- 1.3 Recommended amendments:

Current Contract	Recommended amendment	Reason for amendment
Period of maintenance liability for contractor is 4 weeks	Period of maintenance liability for contractor to be 52 weeks	Typo error. 52 weeks is period being used.
2 week period for contractor to remedy defects starts at end of maintenance liability period.	Change start of 2 week period to when defect is notified	Speeds up rectification of defects
Contractors share range commonly known as pain/gain mechanism apportions the financial liability to the Council and Contractor for difference between actual cost and target cost	Review share range and change if appropriate	To apportion the financial liability to the Council's advantage.
No retention	Introduce retention	Originally no retention used due to length of contract and long term relationship with contractor. For extension, contract period would be short.
Bill of Quantity rates have been increased in line with construction indices during the period of the contract (as noted in the contract)	Freeze rates at current level.	Reduces outturn costs to the Council

Agenda Item 8

The above proposals are designed to provide better value for money to the Council and improved performance. These proposals are subject to agreement with the existing contractors. None the less the contracts can be extended in their current form or with partial amendment.

- 1.4 Contract Procedure Rule 4 details the procedures to follow when the contractors to be involved are determined by a reply to a public notice. In this instance the names of the contractors are known and no involvement by other contractors is required. Therefore no public notice is required and Contract Procedure Rule 4 should be waived.
- 1.5 The process of delivery for all minor works/ service contracts is being reviewed and this may result in a different suite of contracts commencing on 1st April 2011. For this future stage, a selection process will be used to choose appropriate contractors and it is intended to promote the use of local contractors who utilise local labour solutions.
- 1.6 To enable the continued implementation of bridge and structure maintenance, LTP schemes and works for third party clients within required timescales, it is proposed that the existing contracts are extended for the interim period (not exceeding 12 months) until the new contracts are brought into effect.

The continued operation of the existing contract provides an efficient way of delivering minor works with reduced lead in times and procurement costs.

2.0 RECOMMENDATIONS

- 2.1 That the Cabinet Member notes the contents of the report and supports the recommendations for Cabinet.
- 2.2 That the Cabinet notes the proposals for the renewal of the stated contracts which may include minor amendments.
- 2.3 That the Cabinet approve the extension of the existing Service Contracts for a period not exceeding 12 months to provide continuity for works implementation until the new contractual arrangements are in place.
- 2.4 That Contract Procedure Rule No. 4 as regards Invitations to Tender is waived to allow the extension of the contracts.

PETER MOORE, ENVIRONMENTAL AND TECHNICAL SERVICES DIRECTOR

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