

**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.

**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:**

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

## 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 3<sup>rd</sup> 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.

#### **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.