

Report to:	Cabinet Council	Date of Meeting:	Thursday 23 May 2024 Thursday 11 July 2024
Subject:	Maritime Corridor Scheme Phase 1 - Receipt of Capital Funding		
Report of:	Assistant Director of Place (Highways and Public Protection)	Wards Affected:	Litherland; Molyneux; Netherton and Orrell; St. Oswald;
Portfolio:	Cabinet Member - Housing and Highways		
Is this a Key Decision:	Yes	Included in Forward Plan:	Yes
Exempt / Confidential Report:	No		

Summary:

Schemes over £1m in value need Council approval and the necessary funding needs to be included within the Council's Capital Programme. The first Phase of the Maritime Corridor Scheme is expected to cost approximately £12.5m. Subject to approval from the Liverpool City Region Combined Authority, a Grant Funding Agreement will be received for this amount.

Recommendation(s):

Cabinet is recommended to:

- (1) Recommend to Council the approval of a supplementary capital estimate for £12.5m externally funded using the Levelling Up Fund and City Region Sustainable Transport Settlement from the Liverpool City Region Combined Authority (LCRCA) for the delivery of Maritime Corridor Phase 1 pending the receipt and signing of a grant funding agreement from the LCRCA.
- (2) Approve the delivery of the first Phase of the Maritime Corridor Phase 1 scheme.

Council is recommended to:

- (1) Approve a supplementary capital estimate for £12.5m externally funded using the Levelling Up Fund and City Region Sustainable Transport Settlement from the LCRCA for the delivery of Maritime Corridor Phase 1 pending the receipt and signing of a grant funding agreement from the LCRCA.

Reasons for the Recommendation(s):

The Liverpool City Region Combined Authority (LCRCA) has received Levelling Up Fund (LUF) from the Department for Levelling Up, Housing and Communities to deliver a number of linked transport projects throughout the City Region including elements of the Maritime Corridor Phase 1. This funding is conditional on all the funds being expended by March 2025. Funding has also been allocated by the LCRCA with the City Region Transport Settlement, received from the Department for Transport, for the Maritime Corridor Scheme.

In order to meeting the LUF Funding deadline, the target programme identified that the works contract needs to be signed in July 2024. This report seeks to ensure that that the necessary funding allocation is within the Capital Programme before the Contract is signed.

Whilst Cabinet Member Locality Services has previously approved the Transport Capital Programme which includes the Maritime Corridor scheme, the financial regulations require Council approval for schemes over £1m.

Alternative Options Considered and Rejected: (including any Risk Implications)

No alternative options have been considered

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

The Contract value is still being established through the Early Contractor Involvement stage of the procurement process previously agreed by Cabinet.

It is anticipated that the total scheme costs, which will include the Contract Target Cost, supervision and contract administration costs, statutory undertakers diversion costs and any legal or approval costs, will be approximately £12.5m.

The Grant Funding Agreement from the Liverpool City Region Combined Authority will set out the exact figure and a further supplementary estimate will be submitted for approval as per the Financial Procedure Rules for any variation to the £12.5m identified in this report.. This will be received and reviewed prior to the works Contract being signed. It should be noted that Cabinet has previously given delegated authority to the Chief Legal and Democratic Officer, following consultation with Cabinet Member, to sign the grant funding agreement for the necessary funding to enable the construction stage of the Maritime Corridor Phase 1 project to be undertaken.

It should be noted that Cabinet, at its meeting on 4th January approved a supplementary capital estimate of £500k of Development Funding for inclusion within the Transport Capital Programme. This funding is in addition to £12.5m identified in this report.

Implications of the Proposals:

<p>Resource Implications (Financial, IT, Staffing and Assets):</p> <p>The management of the contract will be overseen by staff in Transportation Planning and Highway Development team. The contract administration and supervision will be undertaken by a team from the existing Transport Technical Services Supply Framework. The intention being that this team will administer and supervise several large capital schemes which are expected for delivery at the same time. The staff costs incurred prior to the award of the Contract will be funded from the Development Funding secured by the Council from the LCRCA which is contained within the Transport Capital Programme. Staff Costs, once the contract for the works is awarded, will be funded from the capital funding secured for the construction.</p>									
<p>Legal Implications:</p> <p>As determined by the Council’s Contract Procedure Rules, the contract for the works will need to be sealed.</p>									
<p>Equality Implications:</p> <p>An Equality Impact Assessment has been completed. The assessment has been reviewed and considered in the detailed design process prior to construction.</p>									
<p>Impact on Cared for Children and Care Experienced Young People:</p> <p>The Impact of the scheme cared for children and care experienced young people was considered as part of the Equality Impact Assessment. Options for positive impacts will be considered in the development of the Social Value commitments that the Contractor will be expected to provide.</p>									
<p>Climate Emergency Implications:</p> <p>The recommendations within this report will</p> <table border="1"> <tr> <td>Have a positive impact</td> <td>No</td> </tr> <tr> <td>Have a neutral impact</td> <td>Yes</td> </tr> <tr> <td>Have a negative impact</td> <td>No</td> </tr> <tr> <td>The Author has undertaken the Climate Emergency training for report authors</td> <td>Yes</td> </tr> </table> <p>The construction process will have negative impact in that new materials will be used and there will be a net carbon increase. There will also be a negative impact on traffic movements on the impacted streets whilst works are ongoing. However, the scheme when implemented, will improve accessibility and should encourage people to walk, cycle or use public transport . This should reduce the carbon impact. The scheme is one of a number of schemes currently subject to a Whole Life Carbon Assessment which</p>		Have a positive impact	No	Have a neutral impact	Yes	Have a negative impact	No	The Author has undertaken the Climate Emergency training for report authors	Yes
Have a positive impact	No								
Have a neutral impact	Yes								
Have a negative impact	No								
The Author has undertaken the Climate Emergency training for report authors	Yes								

will be able to provide a definitive picture.

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

Not applicable.

Facilitate confident and resilient communities:

The scheme should improve walking and cycling in the local area by making employment areas easier to access.

Commission, broker and provide core services:

As the local Highway Authority, it is incumbent upon the Council to seek to improve provision for all highway users, including those walking, cycling, using public transport and driving motor vehicles.

Place – leadership and influencer:

The scheme should help improve access to places of employment in the south of the borough.

Drivers of change and reform:

The delivery of facilities that encourage and enable more active travel is consistent with a range of national, regional and local policy objectives, including those related to addressing climate change and improving air quality, health and wellbeing

Facilitate sustainable economic prosperity:

The scheme should help improve access to existing and proposed development on Atlantic Park and other areas in the Corridor.

Greater income for social investment:

Not applicable.

Cleaner Greener

The scheme should improve walking and cycling in the local area by joining cycle infrastructure and making areas of employment easier to access on foot.

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Executive Director of Corporate Resources and Customer Services (FD.7647/24) and the Chief Legal and Democratic Officer (LD.5747/24.) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

Consultation on the highway proposals formed part of the wider consultation on The Maritime Corridor. This consultation was completed in accordance with the proposals approved by the Public Consultation and Engagement Panel in April 2021. Further detailed engagement with Ward Members, key stakeholders, residents and business has recently been completed in September and October 2023 and results appraised. Comments relating to the Phase 1 proposals were summarised in the recent report to Licensing and Regulatory Committee (Nov 23).

Implementation Date for the Decision

Immediately following the Council meeting.

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Appendices:

Appendix A – General Arrangement Plans

Background Papers:

Report to Licensing and Regulatory Committee – 6 November 2023

Report to Cabinet – Procurement Strategy for Maritime Corridor Scheme – Phase 1 – 4 January 2024

1. Introduction/Background

- 1.1 In January 2024 Cabinet considered a report seeking approval to the Procurement process of Phase 1 of The Maritime Corridor Scheme. This scheme includes a series of improvements centred around the A5036 and the A59 and the employment land in between. The proposals are intended to reduce congestion, improve safety and provide easier access to employment sites in the south of the borough. In the development of the proposals further consideration was given to how people walking or cycling could better access these sites and hence the scope of the scheme was increased to include active travel improvements.
- 1.2 This earlier report provided an update of the funding and delivery of the scheme. It explained that the Liverpool City Region Combined Authority (LCRCA) had submitted a Funding application to the Department for Levelling Up, Housing & Communities (DLUHC) to secure Levelling Up funding (LUF) for a series of transport related improvements in Liverpool, Wirral and Sefton. As such elements of the Maritime Corridor work were included in the LUF Business Case. This Business Case has now been approved and funding made available to the LCRCA.
- 1.3 In addition, funding has been identified in the City Region Sustainable Transport Settlement (CRSTS) allocation to the LCRCA, from the Department for Transport, for the Maritime Corridor Scheme.
- 1.4 The LUF allocation to the Maritime Corridor Scheme, of £9.5m, needs to be expended before March 2025 to meet the criteria set by government. Similarly any CRSTS funding needs to be expended by March 2027.
- 1.5 A procurement route has been chosen, and subsequently approved by Cabinet, to give the best chance of meeting the spending target. Balfour Beatty, appointed through the Scape Framework, have entered into a Contract with the Council, to develop the scheme Target Cost and delivery programme based on the design information. In addition a Social Value Plan is being developed with input from the Neighbourhoods Team. This Contract is for Early Contractor Involvement and is therefore limited in its scope. It does, however, enable the main works contract to be developed and the cost identified.

2 Funding and Approvals.

- 2.1 The LCRCA recently undertook a re-baselining process to identify a total allocation to fund the Maritime Corridor scheme within the current CRSTS window, i.e. before March 2027. This amounted to £21.2m made up of Levelling Up Funding and City Region Sustainable Transport Settlement Funding.
- 2.2 To give the best chance of ensuring funding timeframes are met, the scheme has been split into 2 phases. The first phase is focussed on work that doesn't require third party land.
- 2.3 To secure funding from the LCRCA the Council needs to go through a 'Gateway assessment'. This is a process set up by the LCRCA to ensure that the schemes

are delivering the appropriate outputs and that Local Authorities have the processes in place to deliver the projects.

- 2.4 A Gateway 3 application, aimed at securing funds to progress design work, early contractor involvement and other costs, has been successful. A Grant Funding Agreement (GFA) was received for the full amount requested. This was subsequently reviewed and approved in accordance with the delegated authority previously granted by Cabinet.
- 2.5 A Gateway 4 application, aimed at securing the cost of works delivery and associated costs, has been submitted and is being reviewed by the relevant Panel. If approved, this should generate a GFA for approximately £12.5m. The LCRCA are being asked to try and ensure their processes are complete to enable the works contract to be let as soon as practicable following Council's decision in July 2024.
- 2.6 Cabinet, at its January meeting, gave delegated authority to the Chief Legal and Democratic Officer, following consultation with Cabinet Member, to sign the grant funding agreement for the necessary funding to enable the construction stage of the Maritime Corridor Phase 1 project to be undertaken. The same meeting also approved the delegation of the award of the construction contract to the Assistant Director of Place - Highways & Public Protection, again following consultation with Cabinet Member.
- 2.7 Assuming the GFA is approved, the Council will receive an additional £12.5m. Council approval is sought to include this additional funding within the Capital Programme.

3.0 Scheme Details

- 3.1 The scheme was included in the Transport Capital Programme in 2023-24 and the scheme details, phasing and funding have been discussed with Cabinet Member.
- 3.2 The scope of the Phase 1 of the project was determined to ensure that and land required for construction was within Council ownership or Highway land. The three main elements are as follows;
 - Introduction of new cycle route on Netherton on Way linking the A5036 and Bridle Road
 - Modification of the junction of A5058, Netherton Way and Bridle Road incorporating pedestrian and cycle crossings.
 - With agreement with National Highways, introduction of a left turn lane from A5036, Dunnings Bridge Road, into Atlantic Park
- 3.3 The scheme details and associated consultation process were set out in the report to the Council's Licensing and Regulatory Committee in November 2023 (see Background Papers). This recommendations in this report were approved.

3.4 It should be noted that negotiations have been in progress with National Highways for some years. They have approved the scheme in principle, but are currently going through a formal technical review which will culminate in the issue of a formal agreement to enable the Council to complete works on the trunk road.

- LANDSCAPE PLAN**
- EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY
 - PROPOSED FENCELINE
 - RE-SURFACED CARRIAGEWAY
 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - RE-SURFACED OR NEW FOOTWAY
 - NEW SEGREGATED CYCLEWAY
 - SHARED USE FOOTWAY / CYCLEWAY
 - NEW RAISED ENTRY TREATMENT
 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY



True
Site

OUR LADY OF WALSHINGHAM
CATHOLIC PRIMARY SCHOOL

NATIONAL HIGHWAYS
TEMPORARY CROSSING POINT

A5036 DUNNINGS BRIDGE ROAD

A5036 DUNNINGS BRIDGE ROAD

EXISTING BUS STOP TO BE REMOVED

PROPOSED FLOATING BUS STOP

PROPOSED SEGREGATED
CYCLEWAY AND FOOTWAY

PROPOSED DEDICATED LEFT TURN LANE

SECTION ACTIVE TRAVEL PROPOSALS TO BE TAKEN TO THE NATIONAL HIGHWAYS TEMPORARY CROSSING POINT IN THE INTERNAL NATIONAL HIGHWAYS TO RECESS THE PARK LANE JUNCTION AND SECTION AND PROPOSALS COORDINATED DATE AVAILABLE

SECTION AMENDMENTS	DATE	BY	STATUS
SECTION AMENDMENTS	14/07/23	DS	CC
SECTION AMENDMENTS	15/05/23	DS	CC
SECTION AMENDMENTS	15/05/23	DS	CC
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SECTION AMENDMENTS	15/05/23	DS	CC
SECTION AMENDMENTS	15/05/23	DS	CC



FOR CONSULTATION

**MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN**

**DUNNINGS BRIDGE ROAD CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)**

Drawn By	Checked	Drawn	Scale
DS	DS	CC	1:500
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Scale: 1:500
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Sheet: 2 of 2

LEGEND

BOUNDARIES:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES:

- RE-SURFACED CARRIAGEWAY
- PROPOSED CARRIAGEWAY CONSTRUCTION
- RE-SURFACED OR NEW FOOTWAY
- NEW SEGREGATED CYCLEWAY
- SHARED USE FOOTWAY / CYCLEWAY
- NEW RAISED ENTRY TREATMENT
- SOFT LANDSCAPING
- EXISTING CARRIAGEWAY

SECTION AMENDMENTS FOR CONSULTATION

No.	Description	Date	Author	Appr.
01	SECTION AMENDMENTS FOR CONSULTATION	16/02/23	DS	CC
02		16/02/23	DS	CC
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Sefton Council
 Highgate House, 35 York Road, Sefton, Merseyside, L35 2JF
 Tel: 0151 933 1000

FOR CONSULTATION

**MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN**

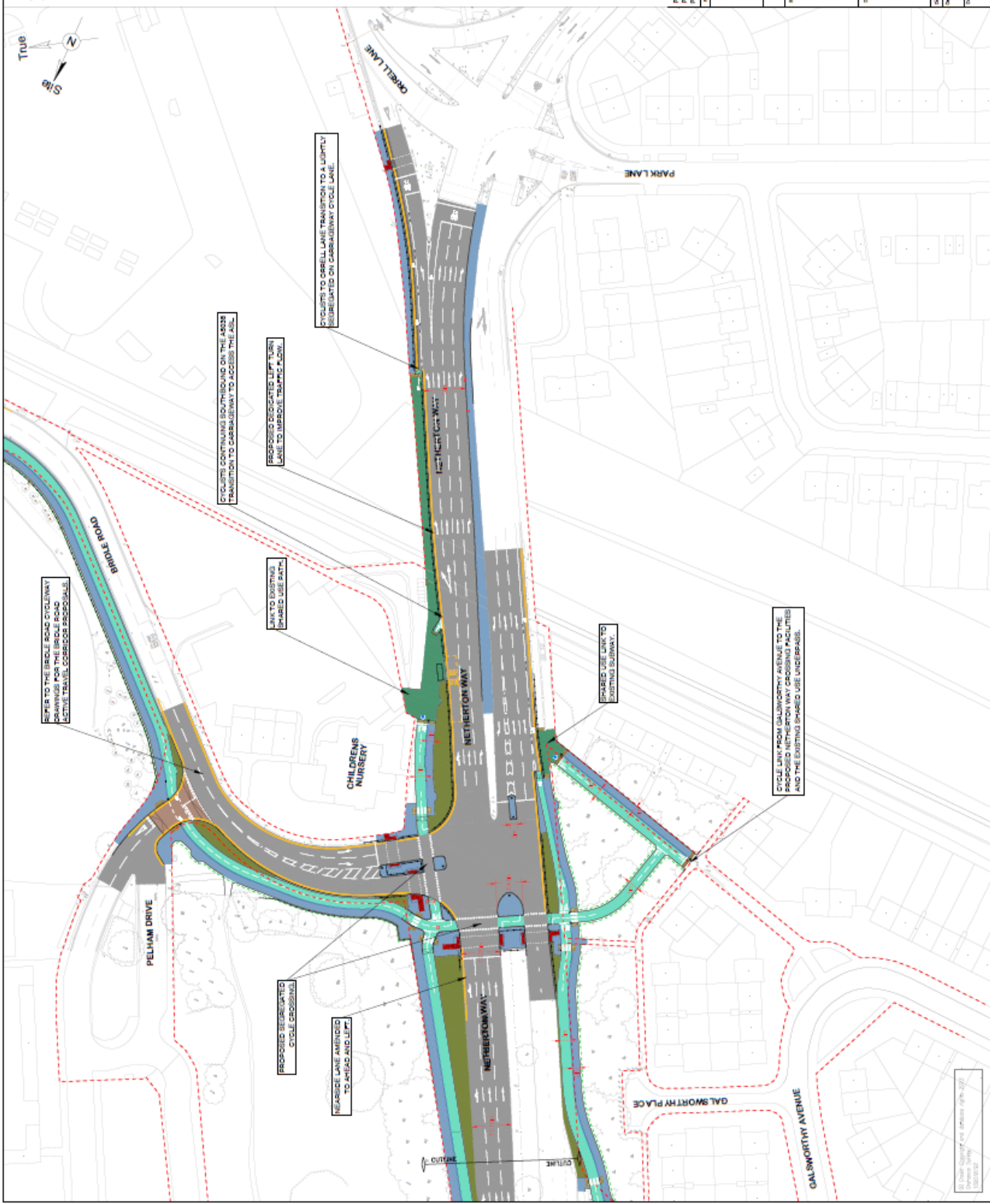
**NETHERTON WAY CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 1 of 2)**

Scale: 1:500



DATE: 16/02/23
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- LEGEND/NOTES:**
- EXISTING HIGHWAY BOUNDARY
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 - PROPOSED HIGHWAY BOUNDARY
- SYMBOLS AND NOTES:**
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 - PROPOSED CARRIAGEWAY CONSTRUCTION
 - RE-SURFACED OR NEW FOOTWAY
 - NEW SEGREGATED CYCLEWAY
 - SHARED USE FOOTWAY / CYCLEWAY
 - NEW RAISED ENTRY TREATMENT
 - SOFT LANDSCAPING
 - EXISTING CARRIAGEWAY



NO	DATE	DESCRIPTION
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FOR CONSULTATION

MARITIME CORRIDOR
ACTIVE TRAVEL
DETAILED DESIGN

NETHERTON WAY CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 2)

Project No.	MA/21/AT/02	Sheet No.	P03
Project Name	MARITIME CORRIDOR	Scale	1:500
Client	NETHERTON WAY CYCLEWAY	Author	15/02/20
Designer	NETHERTON WAY CYCLEWAY	Check	15/02/20
Engineer	NETHERTON WAY CYCLEWAY	Issue	15/02/20

Scale: 1:500
Drawing No: MA/21/AT/02/P03