


<b>Cabinet/Council Report</b>	<b>Sefton Council</b> 		
<b>Report Title:</b>	<b>Southport Eastern Access Scheme – Receipt of Capital Funding</b>		
<b>Date of meeting:</b>	07 November 2024 14 November 2024		
<b>Report to:</b>	Cabinet Council		
<b>Report of:</b>	Assistant Director - Highways and Public Protection		
<b>Portfolio:</b>	Cabinet Member - Housing and Highways		
<b>Wards affected:</b>	Dukes; Kew; Norwood		
<b>Is this a key decision:</b>	Yes	<b>Included in Forward Plan:</b>	Yes
<b>Exempt/confidential report:</b>	No		

### Summary:

Schemes over £1m in value need Council approval and the necessary funding needs to be included within the Council's Capital Programme. Southport Eastern Access scheme is expected to cost approximately £19.97m. 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 £19.97m externally funded using the City Region Sustainable Transport Settlement from the Liverpool City Region Combined Authority (LCRCA) for the delivery of Southport Eastern Access scheme pending receipt and signing of a Grant Funding Agreement from the LCRCA.

Council is recommended to:

- (1) Approve a supplementary capital estimate for £19.97m externally funded using the City Region Sustainable Transport Settlement from the LCRCA for the delivery of Southport Eastern Access scheme pending receipt and signing of a Grant Funding Agreement from the LCRCA.

## **1. The Rationale and Evidence for the Recommendations**

- 1.1 In January 2024 Cabinet considered a report seeking approval to the Procurement process of Phase 1 of the Southport Eastern Access (SEA) scheme. This was a series of junction and link improvements on key routes on the eastern approach to Southport including the re-opening of Foul Lane. The proposals were intended to reduce congestion, particularly on days when large numbers of visitors are attracted to the town. The measures were also designed to improve safety and accessibility. In the development of the proposals further consideration was given to how people walking or cycling could better access the town centre and hence the scope of the scheme was developed further to include a significant active travel element.
- 1.2 This report provided an update of the funding and delivery of the scheme. It explained that the Liverpool City Region Combined Authority (LCRCA) has, following a baselining process, confirmed an allocation of £16.8m in the current City Region Sustainable Transport Settlement (CRSTS) for the delivery of the Southport Eastern Access scheme. This needs to be expended by March 2027.
- 1.3 As the scheme is of a certain value, it is subject to the development of a Full Business Case (FBC). The Business Case has been externally scrutinised and approved.
- 1.4 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 the scheme programmed and the cost identified.
- 1.5 Details of the likely phasing, land requirements, traffic management proposals and construction timescales are being developed to ensure, as far as possible, that schemes, up to the current funding allocation, can be delivered before March 2027.
- 1.6 The Early Contractor Involvement work has been progressed in parallel with the preparation of the FBC, which enabled the Council to build a more robust cost estimate for the scheme, which arrived at a total cost of £19.97m. This has been included in the FBC and the LCRCA have subsequently increased their funding allocation to match this amount.
- 1.7 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.
- 1.8 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) will shortly be received, it is expected that this will be for the full

amount requested. This will be reviewed and approved in accordance with the delegated authority previously granted by Cabinet.

- 1.9 A Gateway 4 application, aimed at securing the cost of works delivery and associated costs, has been submitted to the relevant CA Panel for scrutiny.
- 1.10 If both the FBC and Gateway 4 application is approved, this should generate a GFA for approximately £19.97m. The draft agreement has been drawn up and will shortly be forwarded.
- 1.11 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 first phase of Southport Eastern Access 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.
- 1.11 Assuming the GFA is approved, the Council will receive an additional £19.97m. Council approval is sought to include this additional funding within the Capital Programme.
- 1.12 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.
- 1.13 Most of the design is complete, but there are some specific elements currently under development. This includes a series of safety and traffic mitigation measures planned for within the Norwood Ward where traffic patterns are likely to be influenced by the re-opening of Foul Lane to general traffic, which is one of the elements of the proposed scheme. Some further ground investigation works is also being undertaken on an area of the scheme where ground conditions are challenging.
- 1.14 The scope of the works likely to be delivered with the funding available is set down below.
  - localised widening at the junction of Bispham Road and Norwood Road
  - junction improvement including widening at the junction of Sussex Road and Norwood Road
  - the reopening of Foul Lane to traffic including cycleway proposals
  - a series of improvement and traffic mitigation measures in the Norwood area.
  - Improvements
- 1.15 A decision will be made shortly on the elements to form Phase 1 to enable works to commence as soon as possible following receipt of funding and the necessary approvals. Work will then progress on the securing of the land necessary to accommodate Phase 2.
- 1.16 The scheme details and associated consultation process will be set out in a report to the Council's Licensing and Regulatory Committee in November 2024 for the

junction and active travel improvements and for the mitigation and safety measures in the Norwood Ward.

- 1.17 The wider scheme has been subject to two public consultation sessions, both completed following consideration from the Councils Public Consultation and Engagement Panel.
- 1.18 Initial consultation was completed in 2022. This was aimed at informing residents and business of the potential for the delivery of the project as well as providing the opportunity for concerns and comments to be raised to help influence the scheme development.
- 1.19 Following the development of the proposals it was considered sensible to complete some more detailed consultation. This second consultation process was more to inform key stakeholders, those with a land interest and the general public about the design of the scheme and its objectives. Engagement was undertaken to secure comments and feedback to help inform the final detailed design process and the full business case.
- 1.20 This further engagement in 2023 was separated into two stages;
  - Stage 1, which began in October 2023, focused on key stakeholders identified by the Council; and those who have an interest in the land on which the scheme will be delivered, either through a freehold, leasehold or statutory undertaking. This list was identified by the Land Referencing Company and confirmed by the Land Agent, commissioned to support the Council on this scheme. In total 65 letters were sent out to a private survey link on Your Sefton Your Say.
  - Stage 2 was the wider public engagement and - ran from 3<sup>rd</sup> November to the 23<sup>rd</sup> December. This stage consulted the wider public area including residents, schools, college and businesses. All addresses which were adjacent to the improvements were identified via the Council's internal Mapping system and 935 letters were distributed to these addresses inviting them to complete the consultation. In addition, a Social Media campaign was launched on the Council's platforms as well as Press Release being released onto the Council' website. All Protected Characteristics Groups / organisation and regional / national cycling and walking organisations and charities were also invited directly by email to take part in the survey.
- 1.21 Some feedback on the main issues raised during consultation have been set out in the report to L&R Committee (November 24) mentioned above. Details of feedback from the consultation process were also considered by Public Consultation and Engagement Panel (June 2024)
- 1.22 Ward Member briefings providing details of the consultation were provided and a number of meetings were held specifically with the members of Norwood Ward. Following these discussions a number of public consultation sessions have been held to help shape the mitigation measures which will form part of the final scheme. These measures will be subject to wider public consultation during the summer 2024.

- 1.23 Recognising the importance of ensuring that all members are fully briefed on the development of the scheme, its phasing, duration, likely implications during construction and ultimate benefits, including social value, that the scheme will deliver. It is proposed to provide Ward Members with a summary note and invite to a briefing session (or sessions) prior to the main works contract being let. This should help confirm the elements design and approved and those areas where further development is planned and try and address any concerns raised.

## **2. Financial Implications**

- 2.1 A decision is currently being made to determine the likely scope of Phase 1 and Phase 2. Phase 1 will be target on land within the Council's control and can be delivered whilst land is being secured for the delivery of Phase 2
- 2.2 The Contract value of the works likely to form Phase 2 is still being established through the Early Contractor Involvement stage of the procurement process previously agreed by Cabinet.
- 2.3 It is anticipated that the total scheme costs for both phases, 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 £19.97m.

## **3. Legal Implications**

- 3.1 As determined by the Council's Contract Procedure Rules, the contract for the works will need to be sealed.

## **4. Risk Implications**

- 4.1 Should Cabinet not recommend the funding for inclusion in the Capital Programme, the contract won't be signed and works not delivered. This will have a negative impact on the Council's reputation and ability to secure further funds from the LCRCA for transport projects. There is a risk that the Works cost exceed the budget. However, further funding will be secured for Phase 2, so any additional costs over and above the cost plan will be funded from this budget. Furthermore, a robust costed Risk Register exists to mitigate this risk. This is reviewed on a regular basis.

## **5 Staffing HR Implications**

- 5.1 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

## **6 Conclusion**

6.1 By approving the recommendations the Council is able to include the funding in the Capital Programme and let the Contract for the delivery of the Southport Eastern Access Phase 1 Works.

### **Alternative Options Considered and Rejected**

No alternative options have been considered

<b>Equality Implications:</b> The equality Implications have been identified and mitigated.
<b>Impact on Children and Young People:</b> 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
<b>Climate Emergency Implications:</b> The recommendations within this report will have a Neutral impact. 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 will be able to provide a definitive picture.

### **What consultations have taken place on the proposals and when?**

#### **(A) Internal Consultations**

The Executive Director of Corporate Resources and Customer Services (FD. 7814/24) and the Chief Legal and Democratic Officer (LD. 5914/24) have been consulted and any comments have been incorporated into the report.

#### **(B) External Consultations**

The external consultation has been completed with details set out in the boy of the report.

In summary, two public engagement sessions have been held in 2022 and 2023. Ward members have recently been invited to a session to further explain the details of the scheme/

#### **Implementation Date for the Decision:**

Immediately following the Council meeting.

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**Appendices:**

None

**Background Papers:**

Report to Cabinet – Procurement Strategy for Southport Eastern Access Scheme –  
Phase 1 – 4 January 2024