
Report to: Cabinet **Date of Meeting:** 28th February 2013

Subject: Liverpool City Region Port Access TEN-T Bid

Report of: Director of Built Environment **Wards Affected:** All

Is this a Key Decision? Yes **Is it included in the Forward Plan?**
No (Rule 26 Consent obtained – see below)

Exempt/Confidential No

Purpose/Summary

As part of the City Region Deal, a Port Access Steering Group (chaired by Sefton Council) has been established and a work programme is being developed based on the recommendations of the Access to the Port of Liverpool Study. Several of the potential interventions require detailed feasibility study or options assessment work to be completed before any specific proposals can be confirmed or implemented. This work needs to be done to enable the port access interventions to make progress.

In November 2012, the Trans European Transport Network (TEN-T) Executive Agency released a call for bids for the next round of TEN-T funding. The studies required for the port access work to make progress fit well within the scope and qualifying criteria for a TEN-T bid, so a proposed TEN-T Bid has been developed.

The LEP and Sefton Council (as the lead authority for the port access element of the City Region Deal) have been collaborating on the preparation of the TEN-T bid. The purpose of this report is to provide information about the proposed City Region TEN-T Bid and to approve the proposal that Sefton Council acts as the accountable body for the Bid on behalf of the Liverpool City Region.

Recommendation(s)

It is recommended that Cabinet :-

- (a) endorses the City Region proposal to submit a TEN-T Bid and notes the proposed content and scope of the Bid;
- (b) approves the proposal that Sefton Council should be the accountable body for the Bid on behalf of the Liverpool City Region;
- (c) receives a further report on the Bid once the outcome of that Bid is known; and
- (d) notes that the proposal is a Key Decision but had not been included in the Council's Forward Plan of Key Decisions. Consequently, the Chair of the Overview and Scrutiny Committee (Regeneration and Environmental Services) has been consulted under Rule 26 of the Access to Information Procedure Rules of the Constitution, to the decision being made by Cabinet as a matter of

urgency on the basis that it was impracticable to defer the decision until the commencement of the next Forward Plan because the deadline for submission of the Liverpool City Region Trans European Transport Network (TEN-T) Bid is the 26th March 2013. If the decision was deferred until the next Forward Plan, the decision would not be made until the 28th March, after the submission deadline. Cabinet approval is required for Sefton Council to be identified as the accountable body on behalf of the Liverpool City Region for the proposed TEN-T funding bid. The item was not included on the Forward Plan because the Call for Proposals was released by the TEN-T Executive Agency on the 29th November. The deadline for items for the Forward Plan for the Cabinet meeting on the 28th February 2013, was the 18th December 2012. Although initial discussions had been held by then about the submission of a Liverpool City Region Bid, the proposal that Sefton should be the accountable body had not been agreed. The proposal for Sefton to act on behalf of the LCR as the accountable body was endorsed by the LCR Port Access Steering Group on the 21st January 2013. The recent nature of the Call for Proposals and the decision that Sefton Council should be the accountable body meant that it was not included on the Forward Plan and the timing of future Cabinet and Council meetings means that it cannot be deferred to the next Forward Plan.

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		✓	
2	Jobs and Prosperity	✓		
3	Environmental Sustainability	✓		
4	Health and Well-Being	✓		
5	Children and Young People		✓	
6	Creating Safe Communities	✓		
7	Creating Inclusive Communities		✓	
8	Improving the Quality of Council Services and Strengthening Local Democracy		✓	

Reasons for the Recommendation:

Sefton Council has been leading the coordination of City Region activities associated with port access on behalf of the City Region partners. Cabinet approval is required for the Council to act as the accountable body for the proposed City Region Port Access TEN-T Bid. It is also important that Cabinet notes and endorses the principle and the content of the proposed TEN-T Bid.

What will it cost and how will it be financed?

(A) Revenue Costs

There are no revenue implications of these recommendations. The staff resource to support the bidding process is being met from existing core staff.

(B) Capital Costs

There are no capital implications of these recommendations. The proposals are only at the bidding stage, but the bid does not include any direct contribution from Sefton capital resources. If the bid is successful, a report will be taken to Council to approve the inclusion of the funding package in Sefton's capital programme in accordance with the Council's Constitution.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Legal Sefton's status as the accountable body will be identified in the Bid and Cabinet approval is required for Sefton to take on the responsibilities of accountable body status.
Human Resources None
Equality 1. No Equality Implication <input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated <input type="checkbox"/>
3. Equality Implication identified and risk remains <input type="checkbox"/>

Impact on Service Delivery:

There is no expected impact on service delivery. The staff resource to support the bidding process is being met within the core staff resource identified to provide coordination of port access issues at the City Region level.

What consultations have taken place on the proposals and when?

The Head of Corporate Finance (FD2121/13.) and Head of Corporate Legal Services (LD1437/13) have been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

Two other options are available. One option is not to submit a TEN-T Bid. Given the importance of the issue and the level of support from City Region partners, this is not a

realistic option. The other option is for another partner to act as accountable body. However, the proposed arrangements for Sefton to act as accountable body have been discussed and agreed by the LCR partners and are consistent with Sefton's role on behalf of the City Region partners in leading on port access issues. At this late stage, getting agreement for another organisation to act as accountable body would potentially put the Bid process at risk.

Implementation Date for the Decision

Following the expiry of the "call-in" period for the Minutes of the Cabinet Meeting

Contact Officer: Stephen Birch Team Manager STPU
Investment Programmes & Infrastructure
Tel: 0151 934 4225
Email: Stephen.birch@sefton.gov.uk

Background Papers:

None

1. Introduction/Background

- 1.1 Members will be aware that the establishment of a Port Access Steering Group and development of a work programme based on the recommendations of the Access to the Port of Liverpool Study was an important element of the transport component of the City Region Deal. The Port Access Steering Group met in November 2012. It was agreed that lead partners would review the Port Study recommendations with the aim of identifying those interventions that would be most effective and deliverable and that could be agreed for inclusion on the work programme. The developing work programme was considered by the Steering Group at its meeting in January 2013.
- 1.2 In the meantime, in November 2012, the Trans European Transport Network (TEN-T) Executive Agency released a call for bids for the next round of TEN-T funding. The TEN-T funds are available to support transport infrastructure projects, particularly within the TEN-T Priority Project routes. Liverpool is a key node on Priority Project 26 (Ireland/UK/Continental Europe). Funding is available for studies (50% match) as well as construction (20% match).
- 1.3 It was evident from the port access work, that several of the potential interventions would require detailed feasibility study or options assessment work to be completed before any specific proposals can be confirmed or implemented. This work would need to be done to enable the port access interventions to make progress, but they would also fit well within the scope and qualifying criteria for a TEN-T bid.
- 1.4 The LEP and Sefton Council (as the lead authority for the port access element of the City Region Deal) have been collaborating on the preparation of a potential TEN-T bid. The deadline for Bid submissions has recently been extended to the 26th March 2013 and funding is available up to the end of December 2015. The principle of submitting a City Region bid and the outline scope of the bid was agreed by the Port Access Steering Group at its meeting on 21st January 2013.

2. Proposed LCR Port Access TEN-T Bid

- 2.1 The call for TEN-T Bid proposals states:
“The objective of the call for proposals is to provide support to sections of the Priority Projects concerning rail, road and inland waterways which promise the highest added value for the projects as a whole, i.e. cross-border sections and the removal of bottlenecks.”
- 2.2 The main objective of the LCR Bid is to develop measures that will tackle the freight bottleneck at the Liverpool node on the TEN-T Priority Project 26 so that the transport needs of future port expansion can be met.
- 2.3 The key aims of the bid project are :
 - Improve the opportunities for growth and economic development at the port in the immediate future and in the long term;
 - Adopt a multi-modal approach to tackling port access requirements;

- Identify measures that will address port access requirements in the short term and in the long term, taking account of proposed port expansion;
- Target measures at tackling specific issues, particularly in relation to existing bottlenecks;
- Support the integration and coordination of port related activities through the LCR LEP priority for the SuperPort;
- Take account of the local social and environmental implications of proposed measures.

2.4 The proposals will contribute to Sefton's corporate objectives by supporting economic growth and job creation through port expansion, whilst also taking account of local social and environmental impacts and identifying opportunities to mitigate adverse impacts. The commitment to providing a multi-modal solution is consistent with the corporate policy on environmental sustainability.

2.5 The technical content of any bid would consist primarily of proposals for a series of feasibility studies and options assessments, which would provide evidence for the development of business cases for specific interventions to address the bottleneck on Priority Project 26. The bid has to be a minimum of €1m, including €500k of match funding. The detailed scope of the Bid and associated costs are still being developed by the Partners, although the current estimates are of the order of £1.3m (about €1.5m) It would contain the following elements:

- A series of rail intervention feasibility studies
- Options assessments for short term and long term highway interventions, including a detailed options appraisal of a major highway scheme post 2020
- Option assessment for future management of the shipping and highways issues in Warrington
- Feasibility study for improved physical and digital connectivity throughout the whole SuperPort and for a sustainable logistics platform to make best use of local development opportunities arising from port expansion

2.6 The proposed Bid will be a Liverpool City Region Bid, developed through the LCR Port Access Steering Group. Partners include all the LCR bodies, i.e. the six local authorities, Merseyside Integrated Transport Authority (Merseytravel) and the LEP. In addition, the project will involve the Department for Transport, the Highways Agency, Network Rail, Peel Ports and Warrington Borough Council. Sefton Council is coordinating the port access work on behalf of the City Region and, as such, it is proposed that Sefton Council acts as the accountable body for this City Region proposal. The Department for Transport has confirmed that it supports the proposed Bid and, as the representative of the EU Member State, the DfT will be responsible for submitting the Bid to the TEN-T Executive Agency.

2.7 The match funding for the project has not been fully confirmed yet, but the Liverpool City Region partners are committed to identifying the required match funding. The funding will be provided from a range of sources at the City Region level, including the LEP, Merseyside Local Transport Plan Integrated Transport Block and Peel Ports, with additional potential contributions from Warrington Borough Council and the Department for Transport/ Highways Agency. There is no expectation of any direct contribution from Sefton capital resources to the match funding package.

2.8 As described above, Sefton Council is acting on behalf of the City Region in leading on port access issues. The Team Manager of STPU has been appointed to coordinate the port access work, with senior management support from the Service Manager IPI, Director Built Environment and Chief Executive, who is chairing the LCR Port Access Steering Group. For the proposed TEN-T project, the port access coordinator will be supported by the LCR Freight Coordinator, the LEP SuperPort Manager and representatives from Merseytravel, Network Rail, Highways Agency and Peel Ports.

3. Conclusions

3.1 A Liverpool City Region TEN-T bid offers a significant opportunity to obtain funding for a series of feasibility studies and options assessments that are essential for making progress on the developing port access work programme. There is considerable support across the City Region and other stakeholders for a Bid and a growing momentum behind the port access interventions. Cabinet is requested to support the principle and the scope of the proposed Bid and to approve the proposal for Sefton to act as the accountable body for the Bid on behalf of the City Region.