
Report to: Overview & Scrutiny (Regeneration & Environmental Services)

Date of Report: 17th March 2015

Subject: Monitoring Update on the Port Master Plan

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

Is this a Key Decision? No **Is it included in the Forward Plan?** No

Exempt/Confidential: No

Purpose/Summary

In line with the Cabinet decision of 13th September 2012, to provide a periodic update on implementation of the recommendations contained in the Final Report of the Cross-Cutting Working Group on the Port Master Plan.

Recommendations

That this report is noted.

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(s):

To comply with a decision of Cabinet for an update report.

What will it cost and how will it be financed?

There are no financial implications arising from this report.

Implications:

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

Legal	None
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:

Not applicable.

What consultations have taken place on the proposals and when?

The Head of Corporate Finance and ICT Strategy has been consulted and has no comments to make on this report as there are no direct financial consequences as a result of it. (FD 3475)

The Head of Corporate Legal Services has been consulted and any comments on this report have been incorporated into it. (LD 2767/15)

Are there any other options available for consideration?

Not applicable.

Implementation Date for the Decision

Following the expiry of the “call-in” period for the Minutes of the Cabinet/Cabinet Member Meeting

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Introduction

1. On 28th August 2012, Overview & Scrutiny Management Board received the Final Report of the Cross-Cutting Working Group on the Port Master Plan. The report was subsequently accepted by Cabinet on 13th September 2012.
2. The report included a request that the recommendations were monitored and brought back to Overview & Scrutiny every six months. The first update report was received by members on 17th September 2013. This is the second report, and addresses all the recommendations made by the Working Group. Relevant officers have collaborated in the preparation of each response.

Monitoring Update

(1) That the Director of Built Environment be requested to submit a monitoring report in relation to air quality to the Overview and Scrutiny Committee (Regeneration and Environmental Services) every six months.

An air quality monitoring report is routinely provided to the Cabinet Member Communities and Environment. The detailed air quality report is attached as Annex 1.

(2) That the Director of Built Environment request Peel Holdings to review all its tenancy agreements with a view to including a “good neighbour” clause to minimise dust, dirt and noise pollution.

Regular meetings continue to take place between the Mersey Docks & Harbour Company, Environment Agency and Environmental Health staff to discuss port estate management and pollution control issues. Environmental management systems that include “good neighbour” approaches have been discussed. Leased areas in the 1990’s port expansion area are subject to a formal agreement to this affect. It is envisaged that this approach will be replicated as the port boundary is amended.

The construction of the L2 facility is well underway. Regular Environmental Review meetings with Peel and their contractors continue to take place. As result of these meetings a number of significant changes to the construction/piling process have been made which has further mitigated the noise and vibration impact on local residents from the ongoing works. Concerns raised by residents will continue to be investigated on a case by case basis and the appropriate action taken. All residents are given a direct officer contact and out of hours contact details for The Port of Liverpool Police

(3) That the Director of Built Environment be requested to approach Peel Holdings for a guarantee that Peel Holdings will recruit local residents, with the right attitude, to any additional job/post wherever possible.

Peel Ports made an offer of co-operation on local recruitment, training and on-going employment as part of negotiations for the Council to act as accountable body to the

Regional Growth Fund channel dredge project – a role that Peel ultimately took on themselves in 2013. The co-operation agreement was therefore not activated.

However, voluntary co-operation has continued as regards (i) the recruitment of two cohorts of apprentices for engineering and administrative posts in Peel Ports, (ii) liaison with the labour service organisations (Drake Port Services and Blue Arrow) which staff Peel Port's facilities, and (iii) the filling of casual vacancies in Peel Port's own workforce.

In June 2013 Sefton@Work supported Peel Ports in the recruitment of:

- 6 Apprentice Mechanical Engineers – 33 candidates were submitted to this vacancy, 13 applicants made the sift.
- 4 Apprentice Electrical Engineers – 42 candidates were submitted to this vacancy, 9 applicants made the sift.

The outcome of this recruitment was that just one Sefton@Work client was successful, when given the robust recruitment process a greater success rate might have been expected.

Since June 2013, Peel Ports has passed other vacancies to Sefton@Work to fill. Most of these posts do not fit the client profile. There have been some examples of entry-level vacancies, but these are few and far between with the majority of jobs requiring more advanced technical & engineering skills.

From 12th November 2013 to 1st August 2014, Sefton@Work were the main supplier for Drakes Port Services, until they lost their contract to supply to Peel Ports in January 2015. During this period, Sefton@Work supplied over 40 general Port Operatives to Drakes. Two lots of recruitment came via a Sector Based Work Academy, working in partnership with The Stobart Group, a number of Port employers, Jobcentre Plus and Talent Training. From 45 referrals, 22 were selected for the PET, of which 16 were subsequently employed in the Port of Liverpool:

, Sefton@Work has produced an evaluation of the two week Sector Based Work Academy programme that commenced in January 2014 (Annex 3). All things considered Drakes were very happy with the level of service provided by Sefton@Work and encouraged the supply of local people into these jobs.

A further 34 Sefton@Work clients have since been placed into Port employers because of relationships built within the sector subsequent to the Academy.

Blue Arrow replaced Drake in January 2015. They anticipate recruitment to an initial 110 vacancies arising from Liverpool 2, so Sefton@Work has designed a Pre-Employment Training (PET) course to prepare candidates for vacancies filled by Blue Arrow – see Annex 2. 12 Sefton@Work clients attended an information session in late February and 9 of those are now ready to go on the first PET, each of which has capacity for 20 clients. Sefton@Work continue to work toward gaining a firmer relationship with Blue Arrow, however they have a contract with Jobcentre Plus and are quite happy to let them supply.

To address the skills needs of the Port, a Sefton Employment & Skills Partners Group has been formed from a partnership of Sefton Council (Sefton@Work, 14-19), Hugh Baird College, Southport College, Jobcentre Plus, Skills Funding Agency,

Sefton CVS and Sefton's independent training providers. One of its primary aims is to strengthen the skills and employment offer to both Peel and the tenants on the port estate.

The first contact event was arranged by InvestSefton in Peel's HQ in July 2014 and attracted 17 maritime companies who are receiving follow-up. A Business Survey of 780 companies across Sefton was completed in December 2014, and it found 63 businesses in or adjacent the Port which were port-related. They together employed 1,500 people. The next step is for the Partners Group to agree an engagement protocol and take a prospectus with a joined-up employment and skills offer out to the maritime companies.

The Port Academy Liverpool is Hugh Baird College's maritime-facing service. The Port Academy works closely with schools to ensure that they are aware developing courses available linked to the careers available and future jobs. It also works with businesses to engage them in meeting their workforce demands through the provision of adequately trained apprentices including warehousing and logistics, team leading and management, business administration, customer service and a range of hospitality programmes. The Academy is introducing elements of maritime programmes into its existing learning offer and will introduce aspects of port operations and maritime logistics across a range of disciplines such as engineering, business management and construction. By September 2015, The Academy aims to offer a Higher Education offer in Port Operations and Maritime Logistics that will allow students to focus on either shipping or logistics within the context of supply chain management.

(4) That the Director of Built Environment request Peel Holdings to continue to attract a potential operator to run a regular rail service to/from various origins/destinations at Seaforth, in order to minimise container traffic on the roads, and that a progress report be submitted six monthly to the Port Health Authority, of which Sefton MBC has representation on.

The Northern Ports and Trans-Pennine Strategic Rail Capacity Study being undertaken by Network Rail has not been published yet, but is expected to proposed infrastructure improvements on the rail connection to the Port as a way of providing additional rail capacity for the future. Details of the proposals and the next stages of work required are expected later this year.

Peel has continued to investigate the requirements for a rail link to the new deep water berth (Liverpool 2). The resolution of the issues associated with Seaforth nature reserve remains critical to securing the future of rail freight from the Port, particularly in relation to containers. The success of future rail services at the Port depends on having rail access directly to the new deep water berth and a route through the nature reserve provides the most direct rail access to the quayside.

Biomass fuel materials for use in UK power stations are now passing through the Port, all of which is being transported by rail.

We understand that Peel is continuing to pursue opportunities for increasing rail freight from the Port.

(5) That NHS Sefton be requested to report the results of the life style survey to the Overview and Scrutiny Committee (Health and Social Care) at their first opportunity.

Updated information detailing the health needs of the Sefton population, including lifestyle data, are described in the Sefton Strategic Needs Assessment.

[http://www.sefton.gov.uk/your-council/plans-policies/strategic-needs-assessment-\(ssna\).aspx](http://www.sefton.gov.uk/your-council/plans-policies/strategic-needs-assessment-(ssna).aspx)

(6) That NHS Sefton be requested to report the results of the Health Impact Assessment, to the Overview and Scrutiny Committee (Health and Social Care) at their first opportunity.

A Health Impact Assessment (HIA) looking specifically at the port expansion and associated infrastructure development will be commissioned, undertaken by experts in this field, supported by Public Health leads. Given the nature and scale of the expansion this should be done in conjunction with neighbouring authorities located within Merseyside and Warrington. Authorities within the Peel footprint will be approached to consider commissioning a collaborative HIA.

(7) That the Sefton Council representative(s) nominated to sit on the City Region Port Access Steering Group be requested to report progress regularly to the Cabinet Members for Communities and Environment, Regeneration and Tourism and Transportation in order that they may update the relevant Overview and Scrutiny Committees through their individual Cabinet Member Reports.

The Liverpool City Region Port Access Steering Group was set up in 2012 under the terms of the City Region Deal with Government. The group is chaired by Sefton's Chief Executive and coordinated by the Team Leader of Sefton's Strategic Transport Planning and Investment team. The Chief Executive is taking the lead in keeping Cabinet Members informed of the progress of the group. A briefing on the port access work was provided to Cabinet on 5th February 2015.

(8) That the Sefton Council representative(s) nominated to sit on the City Region Port Access Steering Group be requested to continue raising the concerns in relation to the increased traffic and increased pollution in order that a sensible long term highway solution may be considered, to include pedestrian safety.

As described above, Sefton is represented on the LCR PASG by the Chief Executive and the Team Manager of Sefton's Strategic Transportation Planning Unit. The Director of Built Environment has also attended the group. All three representatives have raised the concerns about the social and environmental impacts of future port related traffic, which are being taken into account in the consideration of a long term highway solution.

(9) That the Director of Built Environment be recommended to introduce a process whereby the relevant Agency (Environment Agency) communicate regularly to Sefton MBC with regards the monitoring of noise pollution and the results collected by the monitoring systems already in place at the Port.

Regular communication, meetings and joint inspections continue to take place between regulatory officers of the Environment Agency who regulate noise, air and water emissions from certain specified permitted processes on the port estate and Sefton Council Environmental Health Staff who regulate such emissions from other sources. Close liaison will continue to ensure effective control of the combined emissions arising from multiple sources with differing regulators.

(10) That the Director of Built Environment be requested to write to the Highways Agency, on behalf of the Council, requesting them to install a Hurry Call System at appropriate points along the A5036 to help in the plight to reduce pollution.

Using information on the existing signal system provided by Investment Programmes and Infrastructure, the Highways Agency has developed proposals for upgrading the traffic signal system along the A5036 as a means of improving traffic management. The proposals are subject to a bid for funding within the Agency, the results of which have not yet been released.

(11) That the Director of Built Environment be requested to manage, on behalf of the Council, the requests of expenditure from the Community Environment Fund, to Peel Ports.

During the negotiations on the RGF bid (see para 3 above), Peel Ports offered to place a sum equivalent to one per cent of the total cost of development into an Atlantic Gateway Community Environment Fund, managed on its behalf by Community Forest Trust. On the basis of £10k development funding from the Trust, Liverpool and Sefton Council's engaged a consultant to consult residents and prepare an Environmental Investment Plan for the immediate hinterland of the Liverpool 2 development: Waterloo, Crosby Coastal Park, Seaforth, and Knowsley/Peel area. Two workshops were held between October and December 2013.

The assignment has been concluded, but Peel Group have not been able to confirm that a one per cent financial commitment will be made to the CEF. The Chief Executive and Leader of the Council met the Chair of Peel Group in late 2014 to press this and other concerns of the Council regarding port expansion. The results of the Environmental Investment Plan will be rolled forward into a more comprehensive assessment of necessary environmental and mitigation works required to receive the chosen surface access solution recommended by the Highways Agency.

(12) That the Director of Built Environment be requested to report progress on all areas of the Area Wide Study/Port Hinterland Study six monthly to the Overview and Scrutiny Committee (Regeneration and Environmental Services).

The Area Wide Study was a proposal developed in the context of the RGF negotiation, to develop a joint investment framework for both Peel's investment in the Port, and corresponding public investment to make port expansion acceptable. Peel declined to contribute financially when Sefton's RGF bid was withdrawn.

However, in July 2014, Cabinet approved funding from the Capital Priorities Fund and the Property Intervention Fund to undertake the first stage of the Area Wide programme: a suite of studies including Dunnings Bridge Employment Corridor, and Bootle Town Centre and Office Quarter.

Bootle Office and Learning Campus

From an investor perspective, Bootle needs to clarify its purpose as a destination for future investment purposes. This particularly applies to the office/learning campus and how it connects to the town's retail centre.

In the centre of Bootle a new vision for the Office/Learning Campus is being prepared (a key a regeneration priority in the Council's emerging Local Plan). This work will promote a joint ambition for Hugh Baird College, the refurbishment, re-use, or redevelopment of office blocks for appropriate new uses, the redevelopment of vacant and under-used land for appropriate uses and the development of new buildings of an appropriate scale and mass on the Stanley Road frontage. Within the wider commercial district and the Bootle Office/learning Campus, in particular, there is potential to convert secondary office space to improve carbon footprint and create flexible space suitable for office, incubator and live work space.

Expected outcomes include;

- An agreed Vision for a 'Office/Learning Campus' distinct from the competition in the city region
- Place Marketing Strategy and Inward Investment Prospectus that communicates the vision & opportunities to investors and responds to the new Planning Policy Framework
- An increased prospect of public sector presence being retained, and diversification through more jobs from the private sector locating in Bootle

Dunnings Bridge Employment Corridor

Feasibility work is needed to identify a strategy to remodel existing employment sites on this corridor (Peerless site, Senate Park, Heysham Road and Switch cars). These interventions not only support jobs and business growth but will help to generate future business rate income to the Council.

This framework will provide the Council with an agreed way forward in terms of the potential to optimise existing and available (but constrained) employment land. The medium/long term objective is to support jobs, business growth and help generate future business rate income to the Council.

Expected outcomes include:

- Overcome site constraints to help unlock employment land and property opportunities

- Increased prospect of existing employment sites being remodelled and strategic employment land brought forward
- External public and private sector investment unlocked and enabling developer partner support to be secured e.g. Senate Business Park
- Help companies to realise their growth plans, safeguard and create new jobs
- Raise and retain additional business rates

(13) That the Director of Built Environment be requested to send a representative to the Port Access Regulators Forum in order that the Councils concerns may be raised.

Regulator liaison mechanisms are in place. Regular meetings are held with Peel Ports, Environment Agency, Port Health and the other Riparian Authorities. In addition to this a member of the Pollution Team will attend future Port Access Regulator Forums as requested.

(14) That the Director of Built Environment request Peel Holdings to promote the guiding principles in relation to its Corporate Responsibility Report, to the companies operating on the Port in order that they create opportunities for the Community.

There has been no update to the 2012/13 Corporate Social Responsibility Report.

Peel Ports have taken the position that they create employment which is filled from across the North West, but that they would prefer posts to be filled from within Liverpool City Region. They have yet to establish a mechanism for securing this outcome, therefore recruitment to Peel Ports itself and by Blue Arrow remains untargeted on local jobseekers.

The Council's preferred solution is for Peel Ports to commit to an Employment Agreement with the LCR local authorities to create a framework within which Peel's need for competent skilled individuals can be met by the creation of a customised recruitment and training solution. To this end, the Sefton Employment & Skills Partners Group (para 3 above) is developing a commercially attractive supply-side offer to the c63 port-related businesses across the maritime cluster.

The Council is assisting Peel Land & Property, owners of Liverpool Waters, with an event in March to promote south Sefton to potential residents of accommodation planned for the first stage of the Waters development.

(15) That the Director of Built Environment be requested to advise Peel Holdings on the publication of a newsletter in order that the Community may be updated on progress of the Port Master Plan and understand the ways in which they can raise their concerns.

Peel Ports has identified six main issues as a result of the 13-week public consultation that took place following the publication of the draft Mersey Ports Master Plan at the beginning of June 2011.

The consultation closed on September 5, and an initial assessment of the 292 responses which were received - made up of 150 from identified stakeholders and 142 from members of the public – identified the following main issues and areas of concern:

- Planned development of Seaforth Nature Reserve.
- Additional port traffic upon the local highway network.
- Mitigating environmental impacts upon nearby residential areas.
- Planned port expansion near Eastham Village.
- Increased opening of the swing bridges on the Manchester Ship Canal at Warrington.
- Opportunity for local jobs, training and skills, and procurement.

Peel Ports is committed to looking into these six topics in detail, and to that end has formed working groups of senior staff to focus on each area, with the aim of formulating action plans which will inform the publication of a revised Master Plan.

Annex 1 – 2015 Air Pollution Monitoring Update

Annex 2 – Port/Construction Pre-Employment Training

Annex 3 – Evaluation of Sector Work Based Academy in partnership with Stobarts