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

Date of Report: 8th November 2016

Subject: Monitoring Update on the Port Master Plan

Report of: Head of Investment & Employment **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 Resources 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 4358/16)

The Head of Regulation and Compliance has been consulted and has no comments to make. (LD 3641/16)

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 last update was submitted to members on 17th March 2015. The report for this meeting addresses all the recommendations made by the Working Group. Relevant officers have collaborated in the preparation of each response. Where responsibilities have changed due to the Senior Management Review this is indicated.

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.

This responsibility has been assumed by the Head of Regulation, Compliance and Corporate Services. The most recent air quality monitoring report went to Overview and Scrutiny on 13th September 2016. The link to the report is <http://modgov.sefton.gov.uk/moderngov/documents/s68589/FD%204251%20-%20Local%20Air%20Quality%20Mangement-l-f.pdf>

(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.

This responsibility has been assumed by the Head of Regulation & Compliance. 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.

This responsibility has been assumed by the Head of Investment & Employment.

At the beginning of the year we were led to believe that Blue Arrow needed as many general port operatives with driving licences that Sefton@Work could provide. With this expectation, Sefton@Work planned to undertake a 1 day Sector Based Work Academy. Unfortunately Blue Arrow put their recruitment on hold.

Both Blue Arrow and Staff Force are using Jobcentre Plus for all general Port Operatives but there are very little requirements coming from this route. Sefton@Work has placed 4 of its clients with Blue Arrow so far this year, with the rest of the recruitment coming from other Port Employers:

- Accu-rite Engineering – 1 Engineer and 2 ILM's
- R.S Logistics – Potential ILM
- Docklands European – 8 of our residents have gone into work (inc 2 ILM's)
- Stanton Grove have been taken over by Jenkins Shipping – 1 stock admin placed
- Securitas (Port) – 5 went into work

Sefton@Work and InvestSefton officers completed a drive around the Port in January to develop new companies. This proved quite fruitful and they were able to target some new employers. Another visit is scheduled before the end of 2016.

Sefton@Work has a feed from Indeed which gives all of the current recruitment for Peel vacancies, but these opportunities in the main don't fit the profile of its clients.

The Port Academy Liverpool (PAL) is Hugh Baird College's maritime-facing service with links to industry organisations. 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. PAL is currently in discussions with Liverpool John Moores University to develop a range of course that cover maritime, engineering, applied sciences and technology and is also developing a Foundation Degree in engineering validated by University of Central Lancashire..

Hugh Baird have successfully bid for £2million via the Skills Capital Fund to develop a Port Academy Liverpool Training Centre at Pembroke Place, Bootle. The Academy was formally launched in summer 2016.

(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.

This responsibility has been assumed by the Head of Regeneration & Housing. The Northern Ports and Trans-Pennine Strategic Rail Capacity Study undertaken by Network Rail identified three infrastructure improvements on the rail connection to the Port that were required to provide additional rail capacity for the future. At the entrance to the Port, the existing single track line will be doubled, to provide a double track line into the Port. This work is currently being finalised and is planned for delivery in 2017. Improvements to the Bootle Branch Line are proposed which would enable the line speed to be increased, improving the condition of the rail line and reducing the time taken over the stretch of line between the Port and Walton. These improvements will be completed in 2018. Signal improvements at Earlestown West junction that will improve the connections to the West Coast Main Line are currently planned for delivery in 2018/19. These improvements will provide the capacity on the Bootle Branch Line sufficient to meet the demand for rail freight movements expected to result from growth at the port.

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. More specific proposals for addressing this issue are expected to emerge in the next 6 months.

Biomass fuel materials for use in UK power stations are now passing through the Port, all of which is being transported by rail. A demonstration container freight train was run from the Port to the Midlands early in 2016 as part of the efforts by Peel Ports to attract a rail freight operator. 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.

This responsibility has been assumed by the Head of Health & Well-Being. The most recent lifestyle survey was undertaken in 2012; however, updated information detailing the health needs of the Sefton population, including lifestyle data, is described in the Sefton Strategic Needs Assessment.

(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.

This responsibility has been assumed by the Head of Health & Well-Being. A Health Impact Assessment (HIA) looking specifically at the port expansion and associated infrastructure development is currently being considered. A report in relation to the scope of a HIA will be taken to the Port Expansion Board in October 2016 for their consideration. It is proposed that any HIA is funded by Peel Ports but undertaken by an independent HIA specialist and commissioned by Public Health.

(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.

This responsibility has been assumed by the Head of Regeneration & Housing. 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 continuing to keep Cabinet Members informed of the progress of the group.

(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.

This responsibility has been assumed by the Head of Regeneration & Housing. 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 Head of Service for Locality Services Commissioned 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. The assessment of options for a long term highway improvement includes a detailed consideration of social and environmental issues and the work is expected to be completed early in 2017.

(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.

This responsibility has been assumed by the Head of Regulation & Compliance. 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.

This responsibility has been assumed by the Head of Regeneration & Housing. The bid to upgrading the traffic signal system along the A5036 as a means of improving traffic management was not successful in attracting funding. Through the Port Access Steering Group, alternative funding options are being explored. The Group has commissioned additional traffic modelling which will provide a more robust evidence base for any future proposals.

(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.

This responsibility has been assumed by the Head of Investment & Employment. 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 Executive Director – Growth (Sarah Kemp) is now leading on the Port and our relationship with Peel.

Bootle Office and Learning Campus

The Bootle Town Centre Investment Framework has been produced by LambertSmithHampton (following a consultation and engagement exercise) and presents their perspective on how Bootle can evolve. It takes the form of a high-level vision to bring forward regeneration and Investment in the town and includes the commercial office quarter.

Hugh Baird college continues to develop its offer and the Port Academy welcomed its first students in September.

Dunnings Bridge Employment Corridor

The Dunnings Bridge Road Economic Investment Strategy, finalised in 2015, identified the opportunities associated with the key Employment Sites located on or adjacent to the corridor.

It was prepared by consultants BE Group through direct dialogue with owners and agents and in summary it detailed ownerships and aspirations and constraints together with a longer term activity schedule.

The expected outcomes from the study include:

- Clarity on overcoming site constraints to help unlock employment land and property opportunities by determining a true understanding of ground contamination
- Offering Increased opportunities for 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 as in the case of Senate Business Park now under development
- Help companies to realise their growth plans, safeguard and create new jobs
- Raise and retain additional business rates

The actions included within the study have now in part been implemented in particular Senate referred to above and the former Peerless site which is now the subject of a SIF application and other applications are anticipated in the future for other sites included within the corridor.

(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.

This responsibility has been assumed by the Head of Regulation & Compliance. 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.

This responsibility has been assumed by the Head of Investment & Employment.

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 Sefton maritime cluster.

(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.

This responsibility has been assumed by the Head of Regeneration & Housing.