



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

MEETING OF THE LIVERPOOL CITY REGION TRANSPORT COMMITTEE

To: The Members of the Liverpool City Region
Transport Committee

Dear Member,

You are requested to attend a meeting of the Liverpool City Region Combined Authority to be held on **Thursday 7th November 2019** at **2.00 pm** in the Authority Chamber - No.1 Mann Island, Liverpool, L3 1BP.

If you have any queries regarding this meeting, please contact Charles Yankiah on telephone number (0151) 330 1079.

Yours faithfully

Chief Executive

WEBCASTING NOTICE

This meeting will be filmed by the Combined Authority for live and/or subsequent broadcast on the Combined Authority's website. The whole of the meeting will be filmed, except where there are confidential or exempt items.

If you do not wish to have your image captured or if you have any queries regarding the webcasting of the meeting please contact the Democratic Services Officer on the above number or email democratic.services@liverpoolcityregion-ca.gov.uk

A Fair Processing Notice is available on the Combined Authority's website at <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/Fair-Processing-Notice-CA-Meeting-Video-Recording.pdf>

TRANSPORT COMMITTEE

AGENDA

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

3. MINUTES OF THE LAST MEETING

To consider the draft minutes of the last meeting of the Transport Committee held on 10th October 2019.

(Pages 1 - 8)

4. PRESENTATION - FIRST GROUP

To receive a presentation from Mr Cameron Jones, Stakeholder Mobilisation, West Coast Partnership, FirstGroup.

5. TRANSFORMING CITIES FUND UPDATE

To consider this report relating to an update on the Transforming Cities Fund Programme.

(Pages 9 - 14)

6. PUBLIC QUESTION TIME

Members of the public will be given the opportunity to ask questions which have been submitted in accordance with Meetings Standing Orders No. 11.

A period of 30 minutes will be allocated for this item and copies of valid questions will be circulated at the meeting.

Members of the public who wish to submit questions are asked to contact Democratic Services by either:

Email: democratic.services@liverpoolcityregion-ca.gov.uk

Telephone: 0151 330 1086

In writing: Democratic Services, LCR Combined Authority, No.1 Mann Island, PO Box 1976, Liverpool, L69 3HN

A pro-forma will be supplied which, for this meeting must be returned by 5.00pm on Monday 4th November 2019. In this respect, return details are set out in the pro-forma.

7. PETITIONS AND STATEMENTS

Members of the public will be given the opportunity to submit a single petition or statement in accordance with Meetings Standing Orders No. 11.

Members of the Public who wish to submit a single petition or statement are asked to contact Democratic Services by either:

Email: democratic.services@liverpoolcityregion-ca.gov.uk

Telephone: 0151 330 1086

In writing: Democratic Services, LCR Combined Authority, No.1 Mann Island, PO Box 1976, Liverpool, L69 3HN

All petitions and statements for this meeting should be submitted to Merseytravel, using the contact details above, by 5.00pm on Monday 4th November 2019.

8. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR

This page is intentionally left blank

TRANSPORT COMMITTEE

10TH OCTOBER 2019

Present: Councillor L Robinson, Chair, G Friel, Deputy Chair, P Cleary, J Dodd, S Foulkes, H Howard, N Killen, M O'Mara OBE, K McGlashan, P McKinley, N Nicholas, G Philbin, C Rowe, J Stockton, H Thompson, M Uddin, J Williams, J Wiseman and F Wynn

37. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Allan Jones, Paul Hayes, Anthony Lavelle, Linda Mooney and Paul Pritchard.

38. DECLARATIONS OF INTEREST

There were no declarations of interest.

39. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the last meeting of the Transport Committee held on 12th September 2019, be approved as a correct record.

40. PRESENTATION - TRANSPENNINE EXPRESS

The Committee received a presentation from the Regional Development Manager, Ms Lucja Majewski Kent in relation to the TransPennine Express (TPE).

Members raised the following: -

Councillor Ken McGlashan enquired about the TPE rolling stock and its current position and what had been put in place to mitigate any further delays.

Mrs Lucja Majewski informed the Committee that TPE have already accepted about 45% of the new fleet which was about 20 new trains, however, with the delays, the new services won't be introduced till December 2019.

Councillor Harry Howard commented about the TPE customer services and not having any integration in the North between the bus and train services. He enquired about the differences with First Group in Cornwall and the services in the north and whether any discussions were taking place with operators in the north to better integrate the services.

Mrs Lucja Majewski stated that she agreed that customer services was paramount and that it had been a challenge to integrate the services, but TPE would be open to having those discussions with the bus operators in the City Region to improve and better integrate the services.

Councillor John Stockton commented about the success of the travel schemes and affordability for young people in the City Region and enquired if TPE were introducing any new deals and what had been done to encourage the rail industry to do the same.

Mrs Lucja Majewski informed the Committee that TPE had recently worked with Merseytravel on discounted apprenticeship tickets and was also looking at other age groups including the under 25s. She also spoke about a recent pilot scheme for job seekers in Hull, to have free train travel to attend job interviews and if they were successful in getting the job, the free train travel would continue for the first month and she would be happy to have discussions to try and pilot a similar scheme in the City Region.

Councillor Nathalie Nicholas enquired about rail performance in the north and any steps that may have been taken by TPE and other industry partners e.g. Network Rail to avoid any repeat of the chaos from last autumn.

Mrs Lucja Majewski informed the Committee that a new timetable was introduced in December 2018 which had more contingencies into the service and for the autumn in 2019 Network Rail have already started to treat the tracks. She also spoke about not introducing an autumn timetable this year as a result of the timetable introduced in December 2018 and not expecting any disruptions for 2019.

Councillor Jerry Williams enquired about whether TPE would be interested in looking at the Liverpool to Bradford route and possibly assisting the region with an express service to Manchester in the Huyton area.

Mrs Lucja Majewski informed the Committee that the train services requirements for the franchise are already set out and there were no plans to expand it, but she would be happy to take the information away and see if there was any scope with the TPE train planners.

Councillor John Wiseman enquired about the travel-safe initiatives that were ongoing within the passenger transport executive for 2019/2020 and beyond.

Mrs Lucja Majewski stated that she didn't have a response for the question, but would take it away and provide a response at a later time.

Councillor Gordon Friel enquired about the autumn timetable and if there was anything in place to provide assurance that there would not be a repeat of last year's problems.

Mrs Lucja Majewski stated that 15th December 2019 is the scheduled timetable day. In terms of performance there is a lot more due diligence taken and there is focus regarding the services and delivery.

Councillor Ged Philbin enquired about staffing locally for both on and off the trains and the apprenticeship programme of TPE.

Mrs Lucja Majewski spoke about recently employing about 100 drivers with local offices for on board hosts and conductors. The apprenticeship programme is going well with 12

apprentices recently being recruited. The programme at TPE recruits apprentices every 2 years.

Councillor Pat Cleary commented about the TPE bicycle shelters not being fit for purpose in 2019 and a more protective shelter should be considered to encourage bike users on the network similar to that currently installed along the Merseyrail routes. He also enquired about the provisions for bicycles on the new trains.

Mrs Lucja Majewski informed the Committee that she would look at the bike shelters with her colleague and would be happy to look at improving the shelters and checking the shelters currently used by Merseyrail. She stated that there were 4 spaces for bicycles on the new trains with an updated reservation service which allowed for bookings to be made 10 minutes before train journeys via 'Whats App'.

The Chair, Councillor Robinson enquired about smart ticketing and how it was progressing on the TPE network.

Mrs Lucja Majewski stated that it was going well and tickets can be booked online with about 60% of season ticket holders having smartcards. There is a team working with Transport for the North to make things work better.

The Chair, Councillor Robinson enquired about the progress being made with TPE rail division and why the First bus division was refusing to take up smart ticketing in the North.

Mrs Lucja Majewski stated that she had no explanation but would take it back to the organisation

The Chair, Councillor Robinson thanked Mrs Lucja Majewski for the presentation and requested that if there were any concerns about services or delays in the future it would be helpful if the Combined Authority could be informed as early as possible.

RESOLVED that the Transport Committee noted the contents of the presentation.

41. QUARTERLY BUS UPDATE

The Committee considered a report from the Bus Strategy Programme Manager, Laura Needham who highlighted the following: -

- 9% growth in fare paying patronage year on year, which 'bucks' the national trend in bus patronage;
- For the first time adult patronage has increased and is now driving overall growth with over 150m bus journeys being made in the Liverpool City Region;
- Green Bus Routes programme has begun with consultants being appointed to lead on the interventions and options along the corridors;
- 100% of buses in the Liverpool City Region are now taking contactless payments with the first week of take up being around 8.2% with an increase in September 2019 up to 11.10%;

- The Customer Growth and Development Work-stream continues in October 2019 with the campaign “We cannot wait to tackle climate change” theme which mirrors public concern;
- Second phase of consultation for the Sefton Network review has commenced in early June 2019 and the changes have been implemented since September 2019;
- ‘Cumfybus’Ltd have applied and been accepted to join the Liverpool City Region Bus Alliance and are already participating in the business planning process for next year;
- The Liverpool City Region continues to explore the Bus Services Act with 3 options being assessed including franchising, enhanced partnerships and the Bus Alliance, an update was considered recently by the Combined Authority in July 2019;
- As a result of the new ticket machines for contactless payments there has been an increase in real time information accuracy;
- The Liverpool City Region Combined Authority has been shortlisted for the City Region Authority of the year;
- The Liverpool City Region Combined Authority Bus Alliance has also been shortlisted for three

Members enquired about the following issues:-

- The increase in patronage being contrary to the reduction in usage and if there was demand for the services available?
- Was the ‘older tyre ban’ already done locally?
- What routes have been identified for the 24-hour service?
- Are there any other bus operators considering joining the Bus Alliance?
- Any plans for another service for the High Park estate?
- How accurate is the 95.3% for the RTI punctuality and reliability system?
- How is the demand responsive travel going in the Speke area?
- What provisions are in place for rural bus services in the city region, when operators are withdrawing services at short notice?

Laura Needham responded to the questions as follows: -

- The vision and information was built upon the public consultation and forms part of the business planning with the Bus Alliance for next year.
- Regarding the vision for the 24 hour services, it is to be rolled out across all services by April 2020.
- There is one other operator who is interested in the Bus Alliance.
- A review is conducted every 6 months and the High Park estate will be looked at again.
- Using the new ticket machines in place has assisted how the RTI information is tracked.
- Demand Responsive Travel has been good and in the first full week 472 new journeys were made on the service and it was running on about 21% in comparison to the 211 bus service. There has been a further 39% growth between week 1-4 and it is currently being monitored.
- Regarding rural bus services it is down to the network review services in each of the areas and looking at the provisions.

Shane Fitzpatrick also responded as follows: -

- The 'older tyre ban' is a policy that has been expanded nationally and been in place for a period of time.
- The Support Services contracts are checked regularly through an independent audit to ensure the services comply and meet the requirements of the 'older tyre ban' policy.
- In terms of patronage there has been growth of fare paying passengers of over 16% and is currently bucking the trend in the region.
- Each small operator that tries to come into the Bus Alliance must set out a 2 year business plan, but there is also an allowance for an investment plan.
- There are currently very restricted budgets available, so it is not just providing services in the rural bus services areas. There is a protocol introduced through the Bus Alliance.

The Chair, Councillor Robinson commented about that the City Region does not have the budget it needs to cover the network in the City Region. He also complimented the team regarding the contents of the report and highlighted the good news stories including contactless ticketing being available on all buses in the region, Selwyns taking on the Avon Depot in the Wirral and coming into the region and the vision and ambition for the City Region relating to the bus service. He concluded that the nature of the devolved power is very prescriptive in the legislation and everything is being done to put together the business plan and to submit the recommendations for early 2020.

RESOLVED that the Transport Committee noted the contents of the report.

42. MERSEY TUNNELS LONG TERM OPERATIONS AND MAINTENANCE STRATEGY

The Committee considered a report from the Principal Policy Officer, Suzanne Cain relating to the Mersey Tunnels Long Term Operations and Maintenance Strategy.

Members commented about the following: -

- Excellent report highlighting the history and the work involved in keeping the tunnels going.
- The future demand projections and the increases identified are not consistent with the climate emergency figures.
- Flood risk probability concerns raised and enquiries about what was being done to mitigate these concerns.
- What was the outstanding amount still owed on the tunnels.
- Why could hydrogen vehicles not use the tunnels without a risk assessment.
- What was the contamination 'spoil' scattered across the site at the Wallasey toll plaza.

Shane Fitzpatrick informed the Committee that the forecast was based on the Transport Model and following the approval of the strategy, the workforce would be consulted and governance arrangements would be put in place by establishing a Tunnels Board. He also stated that the hydrogen vehicles in the tunnels would be a risk, so a risk assessment would need to be completed and due consideration given. He also spoke about the contaminated land near the Wallasey toll plaza and the previous lease holders of the land.

The Chair, Councillor Robinson spoke about the traffic levels and the charging levels for emissions.

John Fogarty informed the Committee that the total amount of tunnels debt was £31.8m and there had not been any new borrowing on the tunnels.

Councillor Steve Foulkes thanked the officer team and welcomed the content of the report which provided a broader understanding of the tunnels, its network and infrastructure for the general public across the City Region.

The Chair, Councillor Robinson commented that the tunnels were part of the economic and social well-being of the region and welcomed the long-term plans for maintenance over the next 20-30 years.

RESOLVED that the Transport Committee noted the contents of the report and the officers be thanked for their work.

43. MULTI OPERATOR TICKETING SCHEME - PRODUCT AND PRICING UPDATE AND PROPOSALS

The Committee considered a report from the Head of Customer Deliver, Gary Evans relating to the ticketing scheme arrangements.

Councillor Christopher Rowe enquired about the income generated from the range of tickets across the region and how it was divided among the operators.

Gary Evans informed the Committee that there was an overarching operator scheme agreement which varied depending on the product and smart data.

The Chair, Councillor Robinson welcomed the report and reminded the Committee that it was a delegated decision being taken by the Committee and that it was the only region outside of London taking these types decisions.

RESOLVED that the Transport Committee endorsed the content of the report and the consultation response.

44. PUBLIC QUESTION TIME

The Committee received five questions from members of the public as follows: -

Ms Pam Hanson Question 1

I was on the X1 Liverpool to Runcorn bus when it broke down on the West Bound A562 just after the Knowsley Express Way around 15.35 on Friday 4 October 2019.

The reason it broke down was because it caught fire. Some of us evacuated the bus but some passengers stayed on.

My question is why did it take an hour for us passengers to get another bus?

There was a mother and a baby on the bus and if it had been a serious fire then they would have had to get off the bus on uneven terrain by a very busy road.

The driver informed us that the next X1 would stop but when it arrived the driver of this bus shook his head and said no. So we had to wait for the next one. Admittedly it could have been full and unable to take more passengers.

However surely there should be a way of transporting passengers, from a broken down bus, when it is by a very busy road and they are in a dangerous position.

Question 2

I believe that you could only charge a Walrus card at a station within the Merseyside zone, but when I boarded the X1 in Greenway Road, Runcorn I saw a lady pay for the Walrus card on this bus and she and the driver said that this was alright?

I have had other discussions with people who believe that they can use it outside the Merseyside zone. Apparently, there are tickets that you can get that you can use but this causes confusion between the drivers and passengers.

Could it not be made clearer where the tickets can be used to save confusion between the drivers and passengers?

The Chair informed Ms Hanson that a formal response would be provided within 10 working days.

Mr Andrew Wennell

Question 1

On the route towards Ecclestone in West Park there is a bus stop in Knowsley Road just before Rivington Road but the 35/35E doesn't stop there even though it says it does on the bus shelter. So instead, it stops just after it turns into Rivington Road.

Now according to Google maps there is a bus stop but on street view there clearly is no stop there, but on the bus stop on the other side going towards St Helens it states the times and says the bus will stop on the opposite side of the road going towards Ecclestone.

Why doesn't this bus stop at Rivington Road stop on Knowsley Road & why is there no bus stop with a flag going towards Ecclestone just after the bus turns into Rivington Road.

Question 2

If you apply for a Merseytravel OAP English National Concessionary Pass you could take your completed form plus evidence to a Merseytravel shop & they have a machine to make the pass while you wait.

Now if you apply for a Merseytravel DISABLED English National Pass it needs to be sent away to get approved & when its application is successful they will send out your pass in the post.

A lot of people who apply for an OAP pass can also drive and have a car.

The majority of Disabled people who apply for a Merseytravel Pass are unable to drive and use public transport to access the community.

If they can make the pass while you wait for the OAP'S then why can't they do this for the Disabled Pass?

If the people who apply for the Disabled Pass have to wait then the OAPS should wait too.

The Chair informed Mr Wennell that a formal response would be provided within 10 working days.

Mr John Brace

Question 1

At the end of the Transport Committee on the 4th April 2019, you announced that the Liverpool City Region Combined Authority had been successful in its bid for £7.5 million of Access for All funding from the government to improve disabled access at various train stations (Birkenhead Park, Broad Green, Hillside, St Michael's and Hunts Cross Stations). The Liverpool City Region Combined Authority also decided at its meeting on the 28th June 2019 to also contribute £7.5 million of its own funds towards the project from the Strategic Investment Fund.

Therefore, as the budget has already been agreed could you please give timescales (or indicative timescales) as to when the LCRCA expects that works to improve disabled access at each of those 5 stations will be completed?

The Chair informed Mr Brace that a formal response would be provided within 10 working days.

45. PETITIONS AND STATEMENTS

No petitions or statements were submitted for this meeting.

46. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR

There was no urgent business.

Chair of the Transport Committee

(The meeting closed at 3.25 pm)

LIVERPOOL CITY REGION COMBINED AUTHORITY

To: The Chair and Members of the Transport Committee

Meeting: 7 November 2019

Authority/Authorities Affected: All

EXEMPT/CONFIDENTIAL ITEM: No

REPORT OF MERSEYTRAVEL

TRANSFORMING CITIES FUND UPDATE

1. PURPOSE OF REPORT

The purpose of this report is to update the Transport Committee on the Transforming Cities Fund Programme.

2. RECOMMENDATIONS

It is recommended that the Transport Committee note the contents of the report.

3. BACKGROUND

3.1 The Liverpool City Region Combined Authority (LCRCA) has secured £172.5 million in capital grant from the Transforming Cities Fund (TCF) for local transport investment over a 5 year period. The aim of the fund is to support programmes of interlinking interventions which will transform sustainable transport connectivity in key commuter routes in major city regions. The funding forms part of the wider Strategic Investment Fund (SIF).

3.2 In July 2018, the LCRCA agreed a commissioning plan to guide its approach to managing TCF. Three priority themes were agreed to set parameters for the funding:-

- (a) Theme 1: Improving and expanding the public transport network to meet new areas of demand;
- (b) Theme 2: Improving the appeal of public transport, and particularly bus, against private transport; and
- (c) Theme 3: Intervening for health and wellbeing.

3.3 At the same time, the Combined Authority also agreed to start the commissioning process, focusing on the first year's funding allocation, with the aim of seeking to commit and where possible, spend the £10 million of funding available in 2018/19.

- 3.4 To assist Project Sponsors understand the TCF process and requirements, LCRCA officers are actively supporting in a collaborative manner. In September 2019, a presentation from the LCRCA Senior Leadership team to the Project Sponsors was delivered to inform officers. Positive feedback to this approach has been received from the Officers who attended the session.
- 3.5 The TCF Programme has an agreed governance model and regular Board meetings to monitor business case development and delivery. The Director of Corporate Resources is the TCF Programme Sponsor and the Interim Director of Integrated Transport is the Lead Officer. Every Project Sponsor is required to submit a monthly reporting dashboard to enable the Board to challenge and support delivery.
- 3.6 More specifically, members agreed to commission Merseytravel, on behalf of the Liverpool City Region’s local authorities, to bring forward three proposals at a Strategic Outline Case stage ahead of a deadline of 1 November 2018:-
- (a) Funding for the launch of a smart ticketing portal and new ticketing media as a successor to “Walrus”;
 - (b) Support for a new, low carbon and low emission vessel(s) to replace the ageing Mersey Ferries; and
 - (c) Match funding in respect of the priority European Regional Development Fund Sustainable Urban Development (SUD) programme of green travel routes for cyclists.
- 3.7 These interventions were identified as they directly support Mayoral priorities and were in the strongest position to commit funding that is available this financial year.
- 3.8 The latest development position is detailed below;

Transforming Cities	
Launch date	Aug-19
Funds available (up to)	£172,500,000
Deadline for spend	31/03/2023
Cumulative progress:	
Pipeline Progress	
	Project count
Added to pipeline	19
Passed OBC	6
Passed FBC	2
CA approved	2
Committed	0
Targets	
Target date for 50% committed	TBC *
Target date for 100% committed	TBC*

Target date for 50% disbursed	TBC*
Target date for 100% disbursed	31-Mar-23

* Target dates will be developed and agreed by the Programme Board.

3.9 Monthly reporting is also utilised for forward planning purposes. It is forecast that 50% of the projects will have received LCRCA approval to progress into the delivery stage by autumn 2020. There is an over-programming element of 30% to minimise risk of underspend by March 2023 milestone deadline.

3.10 It is proposed to provide a quarterly TCF Programme update to the Transport Committee to ensure that Members are informed.

3.11 In October 2019, a second “call” for commissioned projects and technical studies was issued by the Combined Authority, as listed in Table 1 below:-

3.12 Table 1: Three priority themes and projects

	Name of scheme	Outline of concept	Promoter
Theme 1: Improving and expanding the public transport network to meet new areas of demand	Runcorn Station Quarter	This project will transform the existing space around the existing Runcorn station.	Halton BC
	Eastern City Region Connections	A package of improvements aimed at improving the interchange options for Lea Green station.	Merseytravel
	Rolling Stock Technological Enhancements (TCIS)	Provision of infrastructure to deliver high capacity/quality wireless connectivity for the new Merseyrail fleet.	Merseytravel
	Rolling Stock Technological Enhancements(IPEMU)	Development of on board battery technology for the new Merseyrail fleet.	Merseytravel
	Headbolt Lane Gateway	This proposal extends Merseyrail through to a new station at Headbolt Lane from Kirkby.	Knowsley MBC
	Liverpool Central Station Growth Hub	Liverpool Central Station Expansion Study. The current station is close to capacity. The objective is to develop the station to allow for the anticipated growth in Merseyrail usage.	Merseytravel
	Liverpool Central Station HS2 Gateway	A Station Commission (NPR/HS2 station commission) has been established to consider delivery options for a new station in Liverpool	Merseytravel

	Name of scheme	Outline of concept	Promoter
		City Centre, to enable the city region`s connection to HS2 and Northern Powerhouse Rail.	
	St James Station	A new station is proposed at St James in Liverpool City Centre. It will be built on the site of the former St James station which was closed in 1917. There has been a desire to reopen the station in recent years due to the growth and investment in the nearby 'Baltic Triangle' area of Liverpool.	Merseytravel
Theme 2: Improving the appeal of public transport, and particularly bus, against private transport	Green Bus Routes	Green Bus Routes – developing a package of improvements on the A57, A562, B5178, A59 and A567 commuting corridors.	Merseytravel
	Smart Ticketing	Streamlining and enhancing the transport ticketing system to deliver simple multi modal ticketing for customers across the LCR.	Merseytravel
	Public Transport Connectivity	LCR UTC Traffic Signals Scheme network upgrade. Ensuring that the signals are digital, connected together across the region and managed in the same way.	Merseytravel
	Hydrogen Buses	Supporting Hydrogen buses within the LCR.	Merseytravel
Theme 3: Intervening for health and wellbeing	LCR Cycle Network (Phase 1)	Phase 1 of developing a network of 600km of commuter cycle routes across the LCR.	Merseytravel
	LCR Cycle Network (Phase 2)	Phase 2 of developing a network of 600km of commuter cycle routes across the LCR (Wirral & Halton).	Merseytravel
	Mersey Ferries replacement	The purchase of two new low carbon ferries and associated infrastructure.	Merseytravel

	Name of scheme	Outline of concept	Promoter
	Access for All	To create an obstacle free, accessible route from train station entrances to the platform. First stations include: Birkenhead Park, Broad Green, Hillside, Hunts Cross and St. Michaels.	Merseytravel
	Connecting Wirral Waters	Green travel corridor from Wirral Waters to Birkenhead making use of a disused railway line.	Wirral MBC

4. RESOURCE IMPLICATIONS

4.1 Financial

There are no financial implications resulting from this report.

4.2 Human Resources

There are no human resources implications resulting from this report.

4.3 Physical Assets

There are no implications on physical assets resulting from this report.

4.4 Information Technology

There are no implications for Information Technology resulting from this report.

5. RISKS AND MITIGATION

5.1 The Combined Authority's Programme Management Office ensures that expenditure, milestones, risk and impact of each project that is delivered in the Transforming Cities Fund Programme, is measured, monitored and reported.

5.2 To ensure compliance, the Combined Authority's Resources and Investment Directorate teams are working collaboratively to develop the programme.

6. EQUALITY AND DIVERSITY IMPLICATIONS

6.1 The equality and diversity implications of individual projects have been and will continue to be fully considered as part of developing business case stages through to delivery.

7. COMMUNICATION ISSUES

- 7.1 Communications plans to support the TCF programme, and its individual schemes, is in development and Corporate Communications will be invited to attend Board meetings in advance of key gateway decisions. Communications strategies are built around the individual schemes primarily, with overarching key messages throughout all the programmes in relation to TCF aims/objectives.
- 7.2 The developing communications plan will reflect the joint communications strategy of the LCRCA and the respective Project Sponsor Organisation.

8. CONCLUSION

This report has highlighted the TCF development approach to date and will form part of a scheduled programme update to Members.

SHANE FITZPATRICK
Interim Director of Integrated Transport

Contact Officer(s):

Dan McCafferty, Head of PMO, dan.mccafferty@liverpoolcityregion-ca.gov.uk

Appendices:

None

Background Documents:

None