

LIVERPOOL CITY REGION COMBINED AUTHORITY

PUBLICATION: 21 JANUARY 2022

DEADLINE FOR CALL-IN: 28 JANUARY 2022

FOLLOWING THE CALL-IN PERIOD, DECISIONS INCLUDED IN THESE MINUTES MAY THEN BE IMPLEMENTED WHERE THEY HAVE NOT BEEN SUBJECT TO A CALL-IN.

*** DENOTES KEY DECISION**

At a meeting of the Liverpool City Region Combined Authority held in the Authority Chamber - No.1 Mann Island, Liverpool, L3 1BP on Friday, 21st January, 2022 the following Members were

P r e s e n t:

Metro Mayor Steve Rotheram
Chairperson of the Combined Authority
(in the Chair)

Members of the LCR Combined Authority

Councillor Janette Williamson, Leader of Wirral MBC and Portfolio Holder: Inclusive Economy & Third Sector

Mayor Joanne Anderson, Mayor of Liverpool City Council and Portfolio Holder: Education, Skills, Equality and Diversity

Councillor Ian Maher, Leader of Sefton MBC and Portfolio Holder: Digital Connectivity and Inclusion

Councillor Graham Morgan, Leader of Knowsley MBC and Portfolio Holder: Housing and Spatial Framework

Councillor Mike Wharton, Leader of Halton BC and Portfolio Holder: Culture, Tourism and the Visitor Economy

Co-opted Member

Councillor Liam Robinson, Chairperson of the Transport Committee and Portfolio Holder: Transport and Air Quality (Non-Voting Member)

Deputy Portfolio Holder

Councillor Gillian Wood, Deputy Portfolio Holder: Climate Emergency and Renewable Energy

Remote attendance

Asif Hamid MBE, Chair: LCR Local Enterprise Partnership and Portfolio Holder: Business Support

Emily Spurrell, Merseyside Police and Crime Commissioner, Merseyside Police and Crime Commissioner and Portfolio Holder: Criminal Justice

Councillor Shelley Powell, Deputy Portfolio Holder: Culture, Tourism and the Visitor Economy

Councillor Carla Thomas, Deputy Portfolio Holder: Policy, Reform and Resources

Councillor Louise Whitley, Deputy Portfolio Holder: Education, Skills, Equality and Diversity

Councillor Gordon Friel, Deputy Portfolio Holder: Transport and Air Quality

98. APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of:

Member of the LCR Combined Authority

Councillor D Baines, Portfolio Holder Climate Emergency and Renewable Energy

99. DECLARATIONS OF INTEREST

There were no declarations of interest received.

100. MINUTES OF THE MEETING OF THE LCR COMBINED AUTHORITY HELD ON 26 NOVEMBER 2021

The minutes of the meeting of the LCR Combined Authority held on 26 November 2021 were approved as a correct record.

101. LIVERPOOL CITY REGION METRO MAYOR ANNOUNCEMENTS AND UPDATES

Metro Mayor S Rotheram, provided Members with an update on his activities and key developments since the last meeting of the LCR Combined Authority.

The Metro Mayor reported that Leonora Brace had sadly passed away and both her and her husband were regular attendees at public meetings. Given their commitment to local democracy he felt it only appropriate that sincere condolences should be passed on to Mr Brace.

The Metro Mayor congratulated the former Chief Executive, Frank Rogers, who had been recognised in the New Year's honours and had received a CBE for his many years of service to local government. He also congratulated Councillor Rob Polhill, the former leader of Halton Council, who was also recognised for his services to Government and had received an OBE.

The Metro Mayor noted that the G7 Foreign Ministers had held their conference in Liverpool, for their final conference during the UK's where Mayor Anderson and he had been invited to attend one of the events. He explained that the summit had provided a welcome economic boost to the City Region.

The Metro Mayor reported that a second round of the Community Environment Fund had also been announced. The Fund had generated significant interest from a range of groups. The first funding round had been successful and the projects who had received funding were being to come to fruition across the City Region.

The Metro Mayor explained that he had also visited the Speke Education and Training Centre in December as they had benefitted from £750,000 in funding from the Combined Authority. This Funding had allowed the Centre to be disability access friendly, with the installation of a new lift and would allow the Centre to continue to support more residents into work.

The Metro Mayor informed the Combined Authority that he had recently joined the Daily Mirror and the Mayor of Greater Manchester to meet some of the last surviving nuclear test veterans in the country. He explained how it had been harrowing to hear their experiences and the medical conditions they were still living with today, as a

result of their exposure to atomic fallout. He expressed his concern that for far too long the nuclear test veterans had not been shown the respect they deserved, and both Andy Burnham, Greater Manchester Mayor and himself were renewing calls for the Prime Minister to meet with the veterans to hear their story.

The Metro Mayor explained that two weeks ago he and Andy Burnham, Greater Manchester Mayor, launched the Hillsborough Law Now campaign, which was seeking to introduce a law to prevent miscarriages of justice.

He explained that the proposed Hillsborough Law would see changes to the justice system to prevent others going through what the families had experienced which included:

- A Duty of Candour, which would force public authorities to be proactively honest when events went wrong.
- Equal Access - by providing people with appropriate legal funding.
- A Public Advocate who could guide victims' families through the legal system.

In conclusion, the Metro Mayor explained that he was looking forward to visiting some of the transformational projects across the City Region this year and advised that it had been exciting to see all the hard work and fruition come together on:

- Headbolt Lane in Kirkby, Shakespeare North in Prescot and the wider borough of culture programme;
- Glass Futures in St Helens;
- The station quarter in Runcorn;
- Bramley Moore in Liverpool;
- The Marine Lake in Sefton;
- Eureka in the Wirral.

102. MAYORAL COMBINED AUTHORITY BUDGET SETTING REPORT 2022/23

Metro Mayor S Rotherham presented his budget proposals to the LCR Combined Authority and in doing so wanted to provide further explanations behind some of the key announcements.

Before doing so, the Metro Mayor placed on record his thanks to John Fogarty, Executive Director of Corporate Services and his team for their work in supporting the development of the budget. He also paid tribute to the efforts of all staff, from across the Combined Authority estate.

The Metro Mayor reported that the budget reflected where the authority was, as a public body, in the aftermath of Covid. As the Leaders and City Mayor could attest local government finances had been hit hard again by the pandemic and the Combined Authority was no exception. It had had to contend with uncertain levels of patronage on the public transport system, soaring inflation, rises in supply chain costs, reductions in revenues and a growing gap between income and expenditure.

Furthermore, his first priority as Metro Mayor was to ensure the safe running of services to the public. Therefore, given the economic challenges the pandemic had presented to the Authority, measures were required to balance the budget and move to a more financially stable model in the medium term. The Metro Mayor explained that the financial implications of Covid, particularly on the transport network, had negatively impacted upon the pre-pandemic assumptions in the forecasting.

Therefore, as the financial circumstances had changed the Authority had also had to respond to the pressures created.

The Metro Mayor explained how he had tasked Katherine Fairclough, Chief Executive with a modernisation strategy to update some of the practices within the Combined Authority. As part of this an 'efficiencies drive' had been embedded to secure marginal gains, one example, was the move away from cash handling within the business.

He further explained that the Authority was also looking at mechanisms such as 'top-slicing' to support programme delivery. As well as consideration being given to increasing commercial revenues i.e. advertisements, sponsorships, contracts etc.

However, due to the growing budget deficit and the fact that reserves had already been used to bridge the Covid gap there were measures that needed to be taken to remedy the situation and submit balanced budget proposals.

Therefore, the budget proposals included an increase to tunnel tolls. The Metro Mayor noted that this was first increase in five years and was in response to budget pressures and increasing maintenance costs of the tunnels.

The second rise related to the Transport Levy, which had not had a significant rise for around eight years. During that period the Levy had seen a £30m reduction whilst costs associated with running transport had increased. The Metro Mayor noted that the City Region had the most generous Concessionary Travel scheme in the country. With Under 5's having access to free travel, those aged 6 to 19 could benefit from the My Ticket offer, apprentices could get half price travel and the over 60's in Merseyside qualified for free bus, rail and ferry travel. However, with an aging population this meant that fewer people were paying full fares. Therefore, a 2% increase in the Transport Levy was proposed which increased income from £97.4m to £99.35m.

If the desire was to create a London-style integrated transport system in the City Region, and to create the modal shift to get people out of their cars, then it was necessary to see proper, sustainable investment in transport over a long-term period. The rise in the Levy represented the first step to a financial model that would deliver better services and outcomes for residents in the years to come.

The Metro Mayor explained that the current Mayoral precept was around £15 per year which equated to about 32 pence per week for 95% of households in the City Region. He was therefore proposing to freeze the precept in order to avoid putting extra financial pressure on residents.

The Metro Mayor explained that he had presented the draft budget to the Overview and Scrutiny Committee the previous day and they had asked some challenging questions around the Transport levy increases but overall commended the proposed budget.

Similarly, the Transport Committee had also considered the proposed Tunnel Tolls at their meeting and on this point the Metro Mayor proposed an amendment to recommendation (i), in which it he requested that the fast tag element for non-City Region residents be frozen to £1.80.

The Metro Mayor invited John Fogarty, Executive Director of Corporate Services, to summarise the technical detail of the proposed budget.

John Fogarty stated that Covid had continued to cast a shadow over the Authority's financial situation, particularly in relation to passenger transport, which had meant that the Combined Authority had been very exposed financially to the impact of the pandemic. He explained that in setting a budget for this year there had been some related but distinct challenges around how the Combined Authority returned to a position of financial sustainability, particularly when the transport network required growth and maintenance when revenues had reduced, ensuring significant funding packages which had a value of over £1billion could be delivered against a budget gap which had developed over a number of years but especially in the last two years when income and costs had diverged.

John Fogarty explained that steps had been taken to address this through savings and efficiencies, but it had been necessary to fall back on reserves mainly as a result of Covid. As such this year's budget restored that link and the proposal was for a 2% increase in the Transport Levy for the next financial year. Furthermore, the increase had been identified through consultation with each of the constituent Local Authorities, however, for historical reasons Halton Council remained outside of this increase.

Members were advised that the Combined Authority would undertake further action to secure efficiencies and value for money, whilst also looking at contracts and processes. Furthermore, a significant element of Combined Authority running costs were met through the Mayoral precept and it was proposed to freeze this for next year as external funding did provide some scope to offset some of those Combined Authority running costs.

John Fogarty reported that whilst it had never been more important to have a strong and attractive public transport offer it had never been more difficult and challenging as revenue had fallen away from the sector and to some extent this had exposed the flaws in the current commercial model for both bus and rail. What was known was that in the short term this would require more public sector funding to address and to prevent reductions in the network. A further risk was that the Authority would be introducing a new fleet of rolling stock into this very different and challenging environment in 2022/23 and until rail revenues recovered sufficiently to meet the cost of the new trains this would continue to be a financial risk.

Members were also advised that the budget proposed an increase in tunnel tolls and whilst increasing tunnel tolls had been deferred during the covid period, maintaining those historically low level of tolls in the current environment was not possible to sustain and the Transport Committee had also considered the new schedule of tolls for next year.

In conclusion, John Fogarty highlighted that the final challenge related to managing the capital programme for the next year and beyond with limited revenue capacity. He noted that a strong pipeline of schemes was required and therefore significant resources directed at delivery, not just within the Combined Authority but also within local authorities, was needed. Therefore, to find this capacity meant that it would be necessary to capitalise project management costs and top slice funding awards. As more information was available from Government, Officers would be coming back to the Combined Authority to present proposals as to how this issue could be addressed.

Councillor Graham Morgan explained that unfortunately Councillor David Baines could not be present for this meeting, however, he had spoken to him earlier and he wished to place on record his full support of all the recommendations presented.

In respect of the amended recommendation (i), Jill Coule, Monitoring Officer clarified that the amendment related to table 6 set out in the report. It was proposed to change one figure which was currently set out at £2.00 for non-Liverpool City Regions and be amended to £1.80 for non-Liverpool City Region residents.

RESOLVED that:

- (a) the report be noted;
- (b) the Mayoral Budget as presented at Table 2 of this report be agreed;
- (c) it be agreed to freeze the Mayoral precept at its 2021/22 level equivalent to £19 per year for a Band D property and £12.67 per year for a Band A property;
- (d) the composite Combined Authority budget for 2022/23 as presented at Table 3 be approved;
- (e) a 2% increase in the Transport Levy to £99.352m for 2022/23 be approved;
- (f) the payment of an operational grant of £95.827m to Merseytravel to cover its operational costs and the revenue project costs associated with the Rolling Stock project as detailed at paragraph 5.1.2 be approved;
- (g) the delegation to Merseytravel to develop and implement the proposed concession administration charge for certain concessionary passes as detailed at paragraph 5.3.6 be approved;
- (h) the level of 'authorised tolls' for the Mersey Tunnels as determined in the County of Merseyside Act 1980 (as amended by the Mersey Tunnels Act 2004) with details on calculation methods explained in section 5 of this report be noted;
- (i) the Liverpool City Region Combined Authority implement the amended schedule of tolls contained in Table 6 below with effect from Friday 1 April 2022 be approved:

Vehicle Class	Authorised Toll 22/23 (November RPI)	2022/23 Cash Toll	2022/23 Fast Tag Toll – LCR Resident*	2022/23 Fast Tag Toll – Non LCR Resident
1	£2.30	£2.00	£1.20	£1.80
2	£4.50	£4.00	£2.80	£2.80
3	£6.80	£6.00	£4.20	£4.20
4	£9.10	£8.00	£5.60	£5.60

- (j) the discounts and concessions as detailed at paragraphs 5.4.2 and 5.4.3 be approved;
- (k) the request for an operational grant of £21.892m in respect of the operation of Mersey Tunnels for 2022/23 as detailed at paragraph 5.1.2 be approved;
- (l) the capital programme as detailed in Table 7 and Appendix Three be approved;
- (m) a grant of £140.04m to Merseytravel to support the delivery of capital schemes be approved;
- (n) the differential levy payable by Halton as £3.235m be recognised;

- (o) a corresponding grant from the Combined Authority to Halton of £3.235m in order that Halton could continue to provide transport services in Halton on behalf of the Combined Authority in 2022/23 be agreed;
- (p) the Treasury Management Strategy 2022/23 incorporating the Minimum Revenue Provision and associated Treasury Limits and Prudential Indicators as detailed at Appendix Four be approved; and
- (q) the Capital Strategy as detailed at Appendix Five be approved.

103. LIVERPOOL CITY REGION PLAN FOR PROSPERITY

The LCR Combined Authority considered the report of the Executive Director Policy, Strategy and Government Relations and the Metro Mayor which sought approval of the Liverpool City Region Plan for Prosperity.

The Metro Mayor stated that the Plan for Prosperity was an important high level holistic and long term integrated economic and place-based vision and strategy which set the priorities for the Liverpool City Region for the next 15 years.

In doing so, this Plan:

- supported the delivery of the Corporate Plan's objectives all set within the Vision of a Fairer, Stronger and Cleaner City Region;
- offered a proposition to Government on how the Combined Authority could work more collaboratively, including exploring and maximising the potential offered by devolution to deliver strategic priorities;
- set the strategic direction for City Region policies on the economy, business support, skills, transport, housing, planning, underpinned by an ambitious pathway to net zero carbon;
- informed investment decisions, ensuring the City Region continued to invest its resources impactfully; and
- enabled the City Region to market itself more effectively to Government, the private sector, and the wider world, demonstrating how we could provide a stable, consistent, and confident investment environment, act as a reliable partner, and deliver impactfully through local, national, and international collaboration.

The Metro Mayor explained that the Plan for Prosperity set out the Combined Authority's definition of Levelling Up and noted that should the White Paper be published in the very near future the Combined Authority might be required to amend the Plan. However, the Metro Mayor was confident that the Plan for Prosperity had anticipated the Government's definition of levelling up in a way that was meaningful for the City Region and reflected its priorities.

It was further reported that the preparation of this Plan had been a collaborative effort and he expressed his thanks to all the Members of the Combined Authority for their support, comments and ideas in their roles both as Leaders and the City Mayor, and as Portfolio Holders, in helping shape the Plan.

Councillor Jeanette Williamson explained that as the Portfolio Holder for Inclusive Economy and the Third Sector, she echoed the Metro Mayor's comments, and stated her support for the Plan. She noted that everyone was living and operating through a time of real uncertainty. Therefore, having an overarching Plan, such as this which, was an anchor point for the Authority's long-term priorities and principles and as such was a really important development.

In particular, Councillor Williamson welcomed how the Plan focused on supporting the development of an inclusive economy across the City Region. This would require different approaches and innovative ways of working across the public, private and social sectors and through working with Government to maximise the effectiveness and opportunities offered by devolution. Councillor Williamson welcomed the opportunity of working in collaboration with stakeholders from across the City Region to support the delivery of the priorities set out in this Plan, so that the shared vision of a Fairer, Stronger and Cleaner Liverpool City Region.

Councillor Graham Morgan noted that he had mentioned previously his disappointment that Knowsley Council had been overlooked in respect of funding. His concern remained that local authorities and areas which most needed Levelling-Up funding would be overlooked by the Government.

Asif Hamid recommended the Plan which was one he was supportive of and was keen to play an active role in. He noted that it was a work in progress and would be necessary to wait for the Levelling-Up White Paper to be published.

RESOLVED that:

- (a) the draft Liverpool City Region Plan for Prosperity as set out in Appendix 1 of this report be approved; and
- (b) delegated authority be granted to the Metro Mayor and the Executive Director Policy, Strategy and Government Relations, to revise the Plan for Prosperity to reflect the Government's Levelling Up White Paper, where appropriate, in conjunction with the Local Authority Chief Executives.

104. LIVERPOOL CITY REGION PATHWAY TO NET ZERO

The LCR Combined Authority considered a report of the Executive Director of Policy, Strategy and Government Relations and Portfolio Holder: Climate Emergency and Renewable Energy which sought approval of the Liverpool City Region Pathway to Net Zero document.

The Metro Mayor advised that the Pathway to Net Zero pathway document set out how the Combined Authority was aiming to reach its net zero carbon targets in the City Region. Furthermore, the Combined Authority was already leading the way on tackling climate change as demonstrated by its leading role at COP26 last year.

The Metro Mayor explained that through projects such as retrofitting houses, investing in walking and cycling and the Mersey Tidal project, the Combined Authority was understanding its role in tackling climate change

Councillor Gill Wood, Deputy Portfolio Climate Emergency and Renewable Energy, presented the Pathway to Net Zero report and stated that the City Region had been the first to declare a climate emergency and had since championed the importance of preparing for a net zero future with leadership from the Metro Mayor, Steve Rotheram and Portfolio Holder for Climate Emergency and Renewable Energy and Leader of St Helens Council, Councillor David Baines.

Furthermore, the Combined Authority had made firm commitments and the Pathway document set out the scale and pace of change needed to make the Liverpool City Region zero carbon by 2040 or sooner. The plan was ambitious but achievable and with rapid and collective action it would be possible to transition in a socially just way that would help improve health, protect the population and create prosperity for the

region. Whilst significant progress had been made with the publication of the Year One Plan action plan in March 2021 there was more that could be done. The Pathway built directly on the findings of the summary engagement with residents across the whole of the Liverpool City Region which showed that more than 80% of respondents understood that action on carbon was required but only half of that number understood what those actions would be and what they would need to do themselves.

In conclusion, Councillor Wood reported that the Plan was a call for collective action and would help people to understand the changes that could be made in order to contribute to a better, cleaner and more sustainable future. She thanked all the Officers involved in preparing the Pathway to Net Zero report and she welcomed its publication and commended it to the Combined Authority.

RESOLVED that:

- (a) the progress made to achieve the climate commitments of the Combined Authority be noted;
- (b) the need for collective action on reducing net carbon emissions by all partners and communities across the Liverpool City Region be recognised and supported, and;
- (c) the Liverpool City Region Pathway to Net Zero as set out in Appendix 1 be approved.

105. EQUALITY STRATEGY DRAFT VISION AND OBJECTIVES

The LCR Combined Authority considered a report of the Executive Director of Corporate Development and Delivery and the Portfolio Holder for Policy Reform and Resources which set out the Combined Authority's approach to Equality and Diversity, and the vision and objectives which would guide its work.

In presenting the report to the Combined Authority, the Metro Mayor explained that addressing inequalities which existed within the Liverpool City Region was an important priority within his manifesto. He sought to ensure that the Combined Authority collectively built a place that was not only prosperous and ambitious but fair and equal and socially just too, where no one was left behind.

The Metro Mayor explained that this ambition had been taken forward within the Corporate Plan, which was published last year. However, this Strategy would focus on the Combined Authority's role as an employer, commission and civic leader and would complement the wider work on equality and diversity that was being led by Mayor Anderson.

Liz Dean, Executive Director of Corporate Development and Delivery, presented the report and explained that a draft vision and a set of equality objectives for the Combined Authority was set out at Appendix One and sought to deliver that commitment within the Corporate Plan.

Furthermore, the report also set out the activity which would continue to be progressed while the four year strategy and would be underpinned by a delivery plan, with performance reviewed regularly and reported to the Combined Authority.

The draft framework had been informed through engagement and feedback with external partners and stakeholders and recommendations from an independent audit review of best practice and equality related priorities that were detailed within the

Corporate Plan. Details of this engagement had been set out in the appendix to the report which had also been considered by the Overview and Scrutiny Committee.

Alongside the Equality Strategy monitoring information would be published on the authority's external website to highlight how the authority was complying with the three elements of the Public Sector Equality Duty.

Mayor Joanne Anderson thanked Officers for the work that had been undertaken and welcomed the development of the Equality Strategy which was the corporate response to the Equality Act and the legal requirements placed on public authorities. Mayor Anderson explained that the completion of the strategy would help to promote understanding within the organisation and would also assist her in her role as Equality, Diversity and Inclusion Portfolio Holder.

RESOLVED that:

- (a) the draft equality vision and objectives provided at Appendix 1 and the approach to developing the Equality Strategy be noted;
- (b) the inclusion of socio-economic status as part of the equality strategy as described at paragraph 3.1 be agreed;
- (c) that the Combined Authority Equality Strategy would be presented to the Combined Authority in March 2022 be noted;
- (d) the short-term supporting actions detailed at 3.4 be approved.

106. LCR VISITOR ECONOMY RECOVERY STRATEGY 2021-2023

The LCR Combined Authority considered a report of the Portfolio Holder Culture, Tourism and the Visitor Economy and the Lead Officer for Tourism and Visitor Economy which sought approval of the Liverpool City Region Visitor Economy Recovery Strategy (2021-2023).

Councillor Mike Wharton presented the Strategy to the Combined Authority and explained that the sector was vital for the City Region but Covid had seen the value of the sector fall by 58% in 2020 from £4.9bn in 2019 to £2.1bn. The strategy set out the short term options to sustain the sector in light of reduced commercial income as well as securing core funding from central government as part of the national review of destination marketing organisations. The Strategy also comprised priority areas that were focused on building back demand from leisure and business markets, developing initiatives around business support and skills and sustaining the City Region's network of destination management of organisations.

In conclusion, Councillor Wharton explained that the development of the strategy had involved extensive consultation including all local authority tourism leads, the region's visitor economy network and government departments. With the right support he believed the visitor economy sector could recover strongly from the impacts of Covid and he was recommending approval of the strategy as set out in the report.

Kirsty McLean, Executive Director Policy, Strategy and Government Relations, added that as had been described the strategy had been based on an extensive analysis of the impact of Covid on the visitor economy within the City Region and scenario planning for the effect that that might have. Given the importance of the visitor economy to the City Region the impact of covid would continue to be monitored.

Asif Hamid MBE stated that this was a short term strategy in order to address the impact of the pandemic on the sector and he recognised the hard work which had

been undertaken in developing the strategy. He noted that a longer-term strategy would be required after the next 12 months for 2023 onwards.

RESOLVED that the Visitor Economy Recovery Strategy as set out in Appendix 1 be agreed and endorsed.

107. ACCEPTANCE OF ROUGH SLEEPING ACCOMMODATION PROGRAMME GRANT AND INVESTMENT IN RESONANCE NATIONAL HOMELESS FUND

The LCR Combined Authority considered a report of the Executive Director of Investment and Delivery and the Portfolio Holder for Housing and Spatial Framework which sought approval to accept £1.5m capital grant and £1.1m in revenue from the Rough Sleeping Accommodation Programme funding.

The report also sought approval to invest the £1.5m grant together with £1.5m of Combined Authority funding in the Resonance National Homelessness Property 2 Fund.

Councillor Graham Morgan introduced the report and explained that the Combined Authority would build on the work of the existing Housing First Programme by helping to provide affordable long term accommodation to those who experienced rough sleeping. The report also set out how the authority would maximise funding from the government alongside the local contribution from the Combined Authority to invest in the Resonance Social Impact Investment Fund. In turn the fund would match the Combined Authority's £3m contribution in order to provide around 60 suitable properties and support for those who needed it. Councillor Morgan reiterated that all of the constituent Local Authorities would be fully engaged in any property acquisitions.

Dr Aileen Jones, Executive Director of Investment and Delivery, explained that Resonance was a national fund investing in properties for homeless people and their families. A number of local authorities had invested in the fund in order to support the challenge of finding accommodation for their homeless people.

RESOLVED that:

- (a) £1,500,000 of capital grant and a further £1,110,986 of revenue grant from the Department of Levelling Up Housing and Communities Rough Sleeping Accommodation Programme Grant ("RSAP Grant") be accepted;
- (b) the capital RSAP Grant together with £1.5m of the Combined Authority's own funds (therefore £3m in total), be invested in the Resonance National Homelessness Property 2 Trust ("the Trust") which formed part of the Resonance National Homelessness 2 Fund ("the Fund") be approved;
- (c) delegated authority be granted to the Executive Director of Investment and Delivery to finalise legal documentation with Resonance in consultation with the Combined Authority Monitoring Officer and Combined Authority Treasurer;
- (d) delegated authority be granted to the Executive Director of Investment and Delivery to take non-material decisions regarding the terms of the Fund and the separate Agreement with the Fund Manager on an ongoing basis for the reasons set out in paragraph 6.16-18;
- (e) it be noted that a further report and recommendations would be brought forward in respect of the proposed approach in respect of the £1.1m of revenue grant as referenced in the purposes of the report.

108. DISBURSEMENT OF DEPARTMENT FOR TRANSPORT CAPABILITY REVENUE FUNDING TO LOCAL AUTHORITIES

The LCR Combined Authority considered a report of the Executive Director Corporate Services and the Portfolio Holder: Transport and Air Quality which sought approval for the disbursement of funding across the six constituent Local Authorities.

Councillor Liam Robinson explained that all constituent Local Authorities had ambitious plans to develop cycling and walking infrastructure to support the vision of a 600km high quality cycling and walking network right across the City Region. The purpose of the report was to disburse £1.8m of capacity funding to develop and then deliver the next phase of those plans over the next 12 months.

RESOLVED that:

- (a) receipt of the Local Authority Capability Fund from Government as identified in paragraph 3.6 be noted, and;
- (b) the disbursement of these funds to the constituent local authorities and Merseytravel as indicated in paragraph 4.1, Table 1, be agreed.

109. NATIONAL LOCAL GROWTH ASSURANCE FRAMEWORK

The LCR Combined Authority considered a report of the Monitoring Officer which presented a modified version of the National Local Growth Assurance Framework for approval.

Jill Coule, Monitoring Officer, presented the report which provided an updated National Local Growth Assurance Framework ('NLGAF'). The Liverpool City Region Combined Authority ('LCRCA') had modified the April 2019 version, to reflect any changes in its structure and operations, and in particular any changes in local arrangements and in national guidance. This was a key public document that was shared with government to assure them of the processes, procedures and governance that was applied to the expenditure of government money. It was reported that sign-off from the Department for Education was still outstanding and so subject to receipt of those comments approval of the documents was sought.

RESOLVED that:

- (a) the contents of this report be noted;
- (b) it be noted that confirmation from Government was awaited regarding Adult Education sections of the draft National Local Growth Assurance Framework (NLGAF), as appended to this report; and
- (c) subject to receipt of comments from Government, the updated NLGAF, a copy of which had been provided in Appendix 1 be approved.

110. HOUSING RETROFIT FUNDING

The LCR Combined Authority considered the joint report of the Executive Director of Investment and Delivery and the Portfolio Holders: Housing and Spatial Framework and Climate Emergency and Renewable Energy.

The Metro Mayor explained that the report sought approval to accept additional housing retrofit funding of £10.5m of Local Authority Delivery 2 funds and revised allocations across the five LEP areas in the North West; and £28.5m in Sustainable

Warmth Funding which had been successfully secured through a recent bidding process.

He reported that these funding streams were a fundamental part of meeting the Combined Authority's net zero ambitions which were set out in the Net Zero Pathways paper which had been considered earlier on the agenda.

Councillor Graham Morgan presented the report and explained that the Combined Authority was leading the way in improving energy efficiency in homes across the City Region and also working in partnership to support vulnerable households by helping to tackle fuel poverty. He explained that with an additional £3m secured from the government the Combined Authority was helping to invest over £40m through its ongoing retrofit programmes to improve a total of 1,300 homes across the City Region, furthermore, the Combined Authority, had also managed to secure an additional £28.5m from the Sustainable Warmth Funding.

Councillor Morgan went on to explain that by continuing to work in partnership the Combined Authority, local authorities and social landlords across the City Region would be able to retrofit 2,300 homes. The challenging timescales meant that the funding would need to be invested in a timely manner. Furthermore, the recommendations set out in the report allowed the Combined Authority and Local Authorities to work at a pace with contractors and other partners.

The Metro Mayor responded that many of the 1,300 homes were in the region's most left behind communities and where people were struggling with utility bills. As such the homes which were being retrofitted would see a decrease in energy costs and also support the climate as well as social justice.

RESOLVED that:

- (a) As the Accountable body for the NW Energy Hub the Combined Authority accept an additional £10.5m Local Authority Delivery 2 funds as outlined in paragraph 3.2 of the report be approved;
- (b) the revised allocations across the five LEP areas as outlined in paragraph 4.2 and Table 2 be approved and authority be delegated to the Executive Director of Investment and Delivery any future change in allocations between the LEPs for this programme;
- (c) Working with the constituent authorities approve the acceptance of the £28.5m Sustainable Warmth Fund for Liverpool City Region Combined Authority and the allocations for each of the six Local Authorities as set out in paragraph 1.3; and
- (d) that the Combined Authority enter into Funding Agreements with Liverpool and Sefton Metropolitan Borough Councils to devolve their funding elements.
- (e) authority be delegated to the Executive Director of Investment and Delivery to make a call off from the North West Retrofit Dynamic Purchasing System retrofit assessments so that the pipeline of retrofit work could be developed;
- (f) authority be delegated to the Executive Director of Investment and Delivery in consultation with the Portfolio Holder for Housing & Spatial Framework and the Portfolio Holder for Climate Emergency and Renewable Energy to procure and award contracts to enable retrofit works to be delivered against tight timescales for spending this funding; and
- (g) subject to a positive outcome of the Social Housing Decarbonisation Fund bid, authority be delegated to the Executive Director of Investment and Delivery to accept the funding and approve entering into Funding Agreements with the nine Registered Providers as set out in this report in paragraph 4.7.

111. PRESCOT BUS STATION IMPROVEMENTS

The LCR Combined Authority considered the report of the Executive Director of Investment and Delivery and Portfolio Holder: Inclusive Economy and Third Sector which sought approval to allocate £1.9m of Transforming Cities Funding to improve the bus station in Prescot.

Councillor Jeanette Williamson reported that the proposed ask of £1.9m from the Transforming Cities Fund would significantly improve the Bus Station in Prescot and also support the nationally recognised Shakespeare North Playhouse development. The proposed measures, which would be delivered in partnership with Knowsley Council, included public realm enhancements and improved access to the bus network for residents with mobility issues. Together with the completion of the Prescot Rail Station upgrades last summer, interventions at the Bus station would encourage more people to travel to and from the Playhouse via public transport. This investment would also kick start the Combined Authority's Green Bus Routes programme, designed to transform bus journeys by improving punctuality, accessibility and air quality by reducing carbon emissions whilst boosting the local economy.

Councillor Liam Robinson emphasised the importance of this investment, which would deliver high quality bus shelters and other features. He also explained how the improvements would support both Prescot and the Shakespeare North Playhouse which was going to be one of the key assets of the city's cultural offer and visitor economy. Furthermore, having this high-quality public realm and stock infrastructure in place and linking it as part of the Green Route programme would be the first link in a bus rapid transit network for the City Region. If this was then linked to the Hybus project it would significantly improve the public transport network and provide the type of transport network the Combined Authority wanted to deliver across the whole of the City Region.

Councillor Graham Morgan welcomed the report, which would play an important role in the work underway in Prescot, as it looked ahead to the opening of the Shakespeare North Playhouse later this year. Councillor Morgan explained that excellent progress was being made in respect of the transformational plans for the area. The new playhouse would complete the Shakespearean triangle of London, Stratford on Avon and Prescot. He noted that the stunning theatre would add to the City Region's global representation as a place to visit and the investment would help to make sure that as many people as possible across the City Region and beyond could enjoy everything which Prescot and the new playhouse had to offer. In conclusion, he noted how this investment was yet another example of how locally devolved funding was making a long term difference to the City Region. He thanked everyone involved in the project and welcomed the recommendations in the report.

RESOLVED that:

- (a) the provision of grant funding to Knowsley Metropolitan Borough Council and Merseytravel from the Strategic Investment Fund (SIF) – Transforming Cities Fund for the Prescot Bus Station Improvements project up to £1.9 million be approved;
- (b) authority be delegated to the Executive Director of Investment and Delivery to finalise negotiations of detailed terms of the funding and associated agreements in consultation with the Combined Authority Monitoring Officer and Combined Authority Treasurer.

112. REQUESTED CHANGES TO PREVIOUSLY APPROVED STRATEGIC INVESTMENT FUND (SIF) PROJECTS

The LCR Combined Authority considered a report of the Executive Director for Investment and Delivery and Portfolio Holder for Inclusive Economy and Third Sector which set out changes requested by applicants in relation to previously approved Strategic Investment Fund (SIF) projects.

Councillor Jeanette Williamson advised that the report updated the Combined Authority on proposed changes to a number SIF Projects. These were significant changes, either in the amount of funding to be provided or in the timetable for delivery and required the approval of the Combined Authority as set out in the constitution.

Dr Aileen Jones, Executive Director of Investment and Delivery, stated that there were eight key changes.

- Firstly, in respect of Knowsley Council's Access to Halsnead Village project. This was a significant project aiming to deliver a new garden village and land for employment. The project had however been delayed as a result of Highways England approvals for Motorway junction improvements and as a result Knowsley had requested an extension to the delivery deadline.
- In respect of the Liverpool City Region's cycling and walking network. The original plan had been to support works in the Halton area however as a result of European Regional Development Funding rules this had not been possible. The report was therefore requesting transfer of funding to a scheme in the Wirral.
- In respect of the Music Industry Development Fund. This fund aimed to support this strategically important work in the industry in the City Region. This improvement was approved just prior to the pandemic and it should be appreciated how badly the industry had been impacted by lockdown restrictions. As a result the project had requested extension to delivery times as set out in paragraph 3.25 of the report.
- Mersey Ferry Piers and Terminal. Additional works required to the Seacombe landing stage and piling had been identified. The costs of this would be met by Merseytravel capital programme. However, extra time had been requested to deliver these additional works.
- The Skills and Apprenticeship Hub. This project had been jointly funded from the Strategic Investment Fund and the European Social Fund. As a result of delays in the approval of the European Social Fund contribution and further impact of the pandemic extension to timescales was sought. Given the pressure on business costs it was also proposed that the Hub could meet the full costs of training provision where appropriate.
- Headbolt Lane Station. This was a strategically important transport intervention extending the range of the Mersey Rail network. The report recommended an increase in the budget for this project to meet increased cost of works set out in paragraph 3.33 and additional scope including the purchase of an additional train.

- IPEMU and Train Connectivity. The former project would now be delivered below the original budget and savings were proposed to be transferred to the Train Connectivity Information System project. This project aimed to ensure the Mersey Rail network benefitted from the latest Wi-Fi technology to meet customer demand. This project had experienced some additional costs and an additional £1.2m was requested.
- Cambridge Road Community Learning Hub which was located in an old Victorian school in Sefton had requested additional time to complete the upgrade of the facility.

RESOLVED that:

- (a) the changes requested by the applicant Knowsley Metropolitan Borough Council with regards to an extension in timescales for the Access to Halsnead Garden Village project as referenced in paragraphs 3.8 to 3.11 of this report be agreed;
- (b) the changes requested by the applicants Halton Borough Council for the Walking and Cycling Project funded by Transforming Cities Funding (TCF), specifically a movement of funding from Halton BC to Wirral MBC as referenced in paragraphs 3.12 to 3.15 of this report be agreed;
- (c) the changes requested by the applicant Liverpool City Council in relation to the Music Industry Sector Development Fund Project, including changes to output delivery and financial completion as referenced in paragraphs 3.16 to 3.25 of this report be agreed;
- (d) changes requested by the applicant Merseytravel with regards to the Mersey Ferry Piers and Terminals project funded by TCF as referenced in paragraphs 3.26 to 3.28 of this report be agreed;
- (e) the changes requested to the Skills and Apprenticeship Hub Project currently in delivery by the Combined Authority and part funded from the Strategic Investment Fund as referenced in paragraphs 3.29 to 3.32 of this report be agreed;
- (f) the changes requested by the applicant Merseytravel to the timeline and finances for the Headbolt Lane new station project as referenced in paragraphs 3.33 to 3.37 of this report be agreed;
- (g) the changes requested by the applicant Merseytravel to timelines and finances to the Rolling Stock projects funded by TCF as referenced in paragraphs 3.38 to 3.45 of this report be agreed; and
- (h) the changes requested by the applicant Cambridge Road Community Learning Hub to the timeline and finances for Cambridge Road Skills Project as referenced in paragraphs 3.46 to 3.48 of this report be agreed.

113. PROCUREMENT OF LED TRAFFIC SIGNAL RETROFITS AND UPGRADES

Councillor Liam Robinson informed the LCR Combined Authority that approval was sought to appoint a successful bidder following a procurement exercise from the Single Supplier Framework, which sought to upgrade a number of traffic lights across the region to LED traffic lights as part of the Urban Traffic Control Phase 1 and using Transforming Cities funding.

Councillor Robinson explained that this was an excellent example of collaborative work as a joint procurement exercise had been undertaken, which was more cost effective. Equally by moving to LEDs it would provide an operational saving as it used less energy and supported the Combined Authority's net zero ambition.

RESOLVED that:

- (a) the provision by the Combined Authority of a single supplier framework agreement for a period of 2 years (plus up to 2 x 1 year extensions) commencing in February 2022 be approved, with an upper limit on the contract value of £8,311,208, which was the value included within the Urban Traffic Control Phase 1 TCF funded business case for this scheme (as approved by LCRCA on 19th March 2021) to retrofit and upgrade LED traffic signals solutions at all junctions and crossings that still operated halogen lamps;
- (b) it be noted that five of the Combined Authority's constituent authorities (Knowsley, Liverpool, St Helens, Sefton and Wirral) would individually enter into contractual arrangements with the successful bidder under the framework contract;
- (c) disbursement of TCF funding totalling £8,311,208 to Knowsley, Liverpool, St Helens, Sefton and Wirral be approved, that would fund the call-off contracts under this Framework with the successful bidder;
- (d) it be noted that Halton BC had no remaining halogen sites and were therefore not included within this contract.

114. CONSTITUTION AND GOVERNANCE UPDATE

Jill Coule, Monitoring Officer, presented a report to the LCR Combined Authority, which outlined three issues for consideration.

The first related to a request for approval of the Model Code of Conduct for Members. It was reported that there had been a significant amount of work undertaken in this matter. The Model Code was considered by the Audit and Governance Committee towards the end of last year and it was recommended for approval today. The key changes to the Code which had been adopted in July were contained within the report.

The second issue that the report asked to note was that Managers and Officers across the City Region were continuing to work together to look to secure a common approach to investigating Member allegations. This was in full recognition that local arrangements would still need to continue in place but where commonality could be achieved we would look to do so.

The final recommendation related to changes from Liverpool City Council in respect of the membership of the Overview and Scrutiny Committee and it asked the Combined Authority to formally appoint Councillor Tricia O'Brien and Councillor Patrick Hurley to the Committee.

RESOLVED that:

- (a) the revised Merseyside Model Code, as set out in Section 3, for inclusion in the Constitution be approved;
- (b) the ongoing exploratory work to, secure a common approach to investigating Member allegations as set out in paragraph 3.14 be noted; and
- (c) Councillors Tricia O'Brien and Patrick Hurley be appointed to the Overview and Scrutiny Committee.

115. PUBLIC QUESTION TIME

There were no questions submitted by members of the public.

116. PETITIONS AND STATEMENTS

There were no petitions or statements received.

Minutes 98 to 116 be received as a correct record on the 4 March 2022.

Chairperson of the Combined Authority

(The meeting closed at 2.10 pm)