

LCR TRANSPORT COMMITTEE

At a meeting of the LCR Transport Committee held in the Council Chamber, Municipal Buildings, Huyton, Knowsley, L36 9YU on Thursday, 16th September, 2021 the following Members were

P r e s e n t:

Councillor L Robinson
Chairperson of the Transport Committee
(in the Chair)

Councillors T Brough, J Burke, C Cooke, S Foulkes, G Friel, S Halsall, P Hayes, A Jones, N Killen, A Lavelle, K McGlashan, L Melia, N Nicholas, D O'Connor, J Pearson, G Philbin, G Stockton, J Stockton and J Williams.

18. CHAIR'S OPENING REMARKS

The Chair of the Committee, Councillor Liam Robinson welcomed everyone to the meeting which was taking place in the Council Chamber, Huyton and he thanked Knowsley Council for hosting the meeting. He talked through housekeeping for the meeting.

The Chair referred to the recent sad passing of Committee member, Councillor Harry Howard from Halton Council. He paid tribute to Councillor Howard and remarked on his 'exceptional' qualities, strong socialist values and respect for other people's views. The Chair added that he was very well-respected by everyone and would be greatly missed.

Councillor John Stockton also paid tribute to Councillor Howard as a Halton Council colleague and read through a statement he had sent to other colleagues at Halton. He commented on the friendship that had developed with himself and Councillor Philbin during train journeys to Mann Island for meetings. He remarked on his great sense of humour, his professionalism and how everyone regarded him as a 'gentleman'. He expressed his shock at his passing and sent his condolences to Councillor Howard's family.

Councillor Ged Philbin, a long-time friend of Councillor Howard concurred with all of the sentiments expressed.

The Committee stood in silence as a mark of respect.

19. APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of Councillors J Banks, J Donnelly and T Rowe.

20. DECLARATIONS OF INTEREST

There were no declarations of interest.

21. MINUTES OF THE LAST MEETING

Councillor A Jones advised that he had submitted apologies for the previous meeting and requested for these to be included in the minutes. He also provided an update to the board with regard to Outside Bodies Appointments and advised that he had been appointed as the opposition representative on the TravelSafe Board.

RESOLVED – That, subject to the inclusion of the amendments detailed, the minutes of the last meeting of the Transport Committee held on 15 July 2021 be approved as a correct record.

22. OPERATOR PRESENTATION

The Chair welcomed Matt Davies, Regional Managing Director for Stagecoach, and Richard Hoare, North West Commercial Director for Arriva, to present jointly on the challenges and opportunities for bus travel in the Liverpool City Region.

Richard Hoare provided an overview of Arriva and explained that the company was responsible for 1.5M journeys a week, using 600 vehicles of which 400 were low or zero emission vehicles, and together with Stagecoach employed 2.5K people.

Matt Davies advised that 500K people travelled on Stagecoach vehicles each week, supported by 650 employees across two depots and with £20M spent on new vehicle investments. Matt Davies explained that the Merseyside Bus Alliance was five years old on the day of the meeting and had made fantastic achievements over that time. It was noted that bus patronage had declined over the last five-year period across the North West, but that the City Region was performing 15% better than the rest of the North West region. There was a 92% satisfaction rate for bus transport in the City Region, one of the highest rates for an urban area in the UK. Arriva and Stagecoach together had invested £58M on vehicles, WIF and contactless payments, mobile ticketing, reduced tendered services budget, and coordinating timetables on shared corridors. It was stated that both operators were conscious that more was to be done to deliver on the Metro Mayor Steve Rotheram's vision for the City Region's transport network.

Richard Hoare raised the impact of covid-19 on the public transport network, including how lockdowns reduced patronage by 15%. Supported by Merseytravel and the wider LCR Combined Authority, operators worked to ensure that key workers could access services. Patronage grew to 60% after the first lockdown, as additional services were scheduled to accommodate schools. Richard Hoare explained that bus recovery funding would be available until March 2022, but that operators would be expected to stand on their own two feet from April. It was therefore imperative that the sector recover as much as possible before then.

Matt Davies spoke to the collaborative working between operators and local authorities, and the building of strong relationships with LCR Combined Authority officers. Together all parties acted to continually address issues and produce solutions. Considerable investment was made to ensure that premises were covid secure and in enhanced cleaning, and these aspects would be continued in accordance with public prioritisation. Additional services were provided for school movements in addition to and separate from the normal bus network, to allow more children to move in bubbles. Colleagues at Arriva donated a bus for vaccine trips and Stagecoach were waiting to support with an additional bus. Day tickets were provided

to Local Authority partners to support vaccine access, and the decision to stop giving change to reduce transmission has resulted in a £12)K surplus which was donated to the NHS charities. The Bus Alliance had been shortlisted for the Responsible Business Awards by Liverpool City Chamber of Commerce. Arriva and Stagecoach had worked together to ensure that consistent service was provided, including making arrangements to operate one another's service.

Richard Hoare welcomed the return of customers and advised that the sector had returned to 80% capacity, which was 10% ahead of the rest of the UK. There had been a return of 95% to the MyTicket service. To address spare capacity a £1 evening fare was introduced to support leisure activity growth.

Matt Davies asserted the Bus Alliance's commitment to delivering an ambitious, integrated London-style transport system. The National Bus Strategy was welcomed by the Bus Alliance. It was noted that one bus could remove 75 cars from the road, and that only 1% of motorists would need to change to bus use to increase patronage by 10%. The Bus Alliance aimed to not only replace lost patronage but go beyond previous figures, doing so with a focus on innovation, pleasant travel environments, designs that meet the needs of users, and the hydrogen bus project.

Richard Hoare advised that surveys and the Big Bus Debate had demonstrated customer priorities as faster, more reliable and consistent journey times. Bus punctuality, reliability and reform were important, and this would require bus to be prioritised ahead of cars. It was explained that more bus users would mean more investment and reduced fares, and the ability to improve the offer again. Customers wanted best value, with simple fare structures, built on a multimodal offering. It was explained that £50M had been invested by Arriva and Stagecoach into a greener fleet. While it was noted that 92% of customer were happy with the bus service, both operators wished to increase this rate and also attract new patrons, but that a move away from car use may require punitive actions as well as an attractive offer. Operators had worked closely with the LCR Combined Authority to produce a submissions for BSIP funding which would allow for the development of tap-on-tap-off fares, zero emission vehicles and other innovations. A business case was also in development to set out a franchising or enhanced partnership model. The Bus Alliance believed that an enhanced partnership would deliver faster results, but that the operators would support either model.

The Chair thanked Matt Davies and Richard Hoare for their presentation and opened the floor to questions.

Councillor John Stockton, Lead Member for Bus sought to clarify that, although enhanced partnership was the preferred reform model, both operators would support a franchising model.

Matt Davies confirmed that both would support a franchising model and had notified the Metro Mayor of their support.

Councillor John Stockton enquired as to why enhanced partnership was promoted at this time, when the ability to reform the model had been available for four years.

Richard Hoare responded that the process had been evolving over that time, but that with consideration the Bus Alliance believed an enhanced partnership could be delivered faster and potentially cheaper than a franchising model.

Councillor John Stockton asked which sections of former patrons had not returned to bus use and what was being done to promote a return to bus travel and recovery.

Matt Davies confirmed that concessionary passengers formed the largest part of non-returning passengers, alongside former commuters who were now working from home. Congestion was now occurring at different times than before, and it was important to attract hybrid workers away from car use with improved ticketing such as bundle or flexible tickets

Richard Hoare agreed that travel patterns had changed, and that a part of recovery would be in capturing growth in travel for leisure.

Councillor John Stockton sought clarification on why concessionary travel had not recovered.

Richard Hoare advised that customer confidence has affected concessionary travel, and there was a need to ensure that people that were eligible for passes had them.

Councillor John Stockton enquired as to whether central Government were being lobbied for additional support.

Richard Hoare confirmed that the industry would require further support during the transition period, and the submission to the BSIP was part of that process. It was noted that urban areas could have softer landing following the cessation of support in March 2022 as compared to more rural areas. Conversations were ongoing with the Department for Transport with regard to solutions to these issues.

Councillor Nathalie Nicholas requested a breakdown of the diversity of employees, further information regarding plans for bus rail integration in light of difficulties experienced with Northern rail, and details on how operators are mitigating against the effects of a UK-wide driver shortage.

Matt Davies advised that the bus sector was a predominantly male dominated industry, but that greater attention was being paid to increasing gender balance, creating more inclusive advertising and reaching a wider audience. It was recognised that workplaces should represent the diversity of the region.

Richard Hoare confirmed that diversity surveys had been undertaken across all 2000 employees and was happy to present the findings to a future meeting. It was noted that there had been difficulties integrating with Northern Rail and that integration with Merseyrail had been more successful. The BSIP process required that seamless travel and competitive prices were demonstrable, and that changing service demands could be supported through flexible timetabling and use of hubs.

Matt Davies explained that on-the-day operational issues were more difficult to manage but that actions were taken such as getting all drivers into vehicles and using control teams for communication between operators.

Richard Hoare spoke on the national shortage of drivers with PCB and HGV licences. It was stated that both operators offered good employment and wages above minimum wage and experienced low turnover. However, a focus on processing HGV licences had increased PCB licence turnaround to 8 weeks.

Matt Davies advised that some people were taking lower paid work in order to move out of shift work. As employers it was important to make shift patterns more attractive, with measures such as 12 hours off between duties and longer weekends off, whilst ensuring that the business was sustainable.

Councillor Lindsay Melia expressed concern about a car led recovery and a negative perception of safety on buses and asked what plans the operators had to promote the safety measures they had implemented.

Matt Davies advised that their buses were fitted with CCTV and on-bus radio, and that operators had been working with the TravelSafe board to promote the safety of bus travel. In addition, Merseytravel had commissioned work to understand and address issues around women's safety.

Councillor Sean Halsall enquired as to whether both employers had signed up to the LCR Combined Authority's Fair Employment Charter and asked for an overview of their compliance to the charter. Noting that taxpayer funded subsidies had been used during the pandemic, Councillor Sean Halsall sought information on efficiency measures undertaken by the operators and confirmation that bonus schemes for senior employees had been postponed for the foreseeable future.

Richard Hoare confirmed that the Fair Employment Charter was being considered by Arriva in order to understand its impact before making a commitment, and that as a director he had not received a pay rise or bonus during the period of funding, stating that the company was keen to reduce its use of public subsidy.

Matt Davies advised that Stagecoach was also working through analysis of the Fair Employment Charter, noting that the company was largely compliant but did continue to employ a small number of staff on earnings below the living wage. The Committee was advised that Stagecoach was a PLC, and that efficiency measures undertaken included reducing the number of senior roles, suspending dividend payments, and suspending pay rises or cash bonus payments to the senior management team. Front line workers had received a pay rise, and spending had been directed at safety critical items.

Richard Hoare explained that Arriva had undertaken efficiency measures including restructuring and removing some senior roles, whilst ensuring that frontline workers were supported.

Councillor Damien O'Connor asked the operators how they defined which employees were keyworkers within their companies and enquired after the employee pension schemes. David also raised the issue of shift work, especially with new jobs created within St Helens, and how bus operators worked with employers to ensure that workers' travel needs were met.

Matt Davies advised that a keyworker was any role which was required to support service delivery, and included cleaners, drivers, engineers, directors and schedulers. There were a small number of roles that could be conducted using at-home working. Matt explained that Stagecoach used a defined contribution pension scheme, through which employee contributions were matched by the employer.

Richard Hoare echoed Matt Davies' comments on keyworkers and pensions. With regard to supporting worker travel needs it was explained that information was shared through a business-to-business team to identify how the operator could provide support through ticketing and services.

Matt Davies advised that a pension scheme was in place called death in service which made a financial payment to the bereaved, and this had been a considerable help to the families. Other employee benefits included family travel passes and discount schemes.

Councillor Joanne Burke raised the Government's removal of the requirement to wear a face covering, and asked whether, in light of an increase in infections, it was prudent to reintroduce guidelines.

Matt Davies explained that operators had worked closely with the Combined Authority during the phase of mandated use of face covering, which had resulted in the highest compliance rates in the UK. Following the Government's removal of the requirement it had become difficult to enforce and put pressure on drivers. Requirement for social distancing had also been removed and this action was supported by risk assessment. When buses were operating at 40% capacity this resulted in people being left at bus stops.

Councillor Chris Cooke noted the operators enhanced cleaning schedule and asked if a public information campaign could help to restore confidence in bus travel.

Richard Hoare welcomed this feedback and agreed that the industry needed to communicate the high levels of standard cleaning that was routinely undertaken as well as the enhanced cleaning schedule.

Councillor Ken McGlashan advised that the price of bus tickets for some journeys were not available on the website, instead inviting customers to ask the driver. Regarding anti-social behaviour, Councillor Ken McGlashan asked how many prosecutions had been instigated.

Richard Hoare advised that it was the intention to have all flat fares accessible online however this had taken longer than hoped. The website and applications had now been changed and were currently having data uploaded. Richard Hoare explained that the work of the TravelSafe Board was having beneficial results.

Matt Davies advised that the Police lead on prosecutions, and operators respected the advice of the Police on these issues. Younger people were more likely to be dealt with through restorative processes. Arriva had also invested in a trojan bus.

Councillor Nina Killen drew attention to the importance of accessibility and asked if more talking buses would be introduced.

Richard Hoare confirmed that investment had been made to increase the number of audio-visual buses which would be launched soon.

Councillor Nina Killen also asked for information around how operators in the city region had managed to recover better and see less of a drop in patronage than other areas, and what the implications would be if a full recovery wasn't achieved.

Matt Davies advised that the City Region had slightly lower car ownership rates and a strong culture of bus use.

Richard Hoare added the patronage regrowth, and ability to stave off the decline in bus usage that the rest of North had experienced, was a testament to the success of the Bus Alliance. Together with the National Bus Strategy and BSIP funding there were clear opportunities to create further growth.

Councillor Steve Foulkes raised the issue of urban isolation, in which large parts of communities felt disconnected from facilities due to poor transport access and noted the 492 and 495 services as examples of this.

Richard Hoare explained that these issues had been highlighted by the National Bus Strategy, the Big Bus debate and by the Metro Mayor, with those consulted having stated that the span and frequency of buses needed improvement. Funding from Government would be required to undertake trials and pilots, and 'creeping' could be used to add additional frequencies in a sustainable way. This issues would be the key focus for improvement when looking ahead to a franchise or enhanced partnership system of working.

Councillor Gordon Friel requested further information on the provision of green buses.

Matt Davies confirmed that Stagecoach had a Sustainability Strategy which included no diesel buses beyond 2025 and all buses to be zero emission by 2035. There were technological challenges associated with zero emission vehicles, including a reliance upon the National Grid. Stagecoach was involved in a number of schemes including the Combined Authority's hydrogen bus project and the creation of an all-electric bus town in Coventry.

Richard Hoare stated that Arriva were working towards upgrading the current fleet to a Euro 6 standard, then working together with stakeholders to identify the right solution. Arriva had 150 electric vehicles in its London garage and 100 hybrid vehicles in the city region.

The Chair focused on the importance of delivering the Metro Mayor's vision for a London style transport network and noted the need for a tap-on-tap-off smart ticketing approach. Operators had been involved in the CPT Declaration in 2014, to deliver smart ticketing within 18 months, however delivery had been patchy and had resulted in electronic ticketing rather than a fare capped approach. The Chair asked both operators how they would deliver tap-on-tap-off multi-modal ticketing affordably.

Richard Hoare confirmed that both operators were a part of Project Coral which looked to deliver a fair price promise, and also were working closely with the LCR Combined Authority to consider local solutions. The aim was to deliver a tap and go solution, to then lead into a fair price promise. The industry recognised that this was a customer priority and needed to ensure that the technology met the demand.

The Chair thanked Matt Davies and Richard Hoare for their presentation to Committee and looked forward to welcoming them back for a future update. The Committee wished their thanks to be noted.

23. QUARTERLY BUS UPDATE

The Chair invited Matt Goggins, Assistant Director for Bus, to present the Quarterly Bus Update.

Matt Goggins advised the Committee that the report covered the second quarter of the current financial year and included the covid response, National Bus Strategy, the Bus Alliance, the green bus routes programme and bus reform.

With regard to the Covid-19 response Matt Goggins advised that the Combined Authority had been working closely with operators to encourage patronage. Financial support continued to be received from the Government and the Combined Authority, and it was expected that this would continue in order to sustain the network throughout the rest of the financial year.

Matt Goggins advised that the Bus Alliance had agreed its business and investment plan for the year, with priority given to ensuring sustainability of network and passenger confidence. It was explained that the Green bus routes were concerned with investing in punctuality and reliability, and that work continued with highways officers to carry out appropriate models for interventions. Proposals were being developed for the 53 and 86 routes and a briefing on this would be provided to a future meeting.

The hydrogen bus trial had reached a project milestone with Alexander Dennis selected to manufacture the vehicles and, subject to agreement by operators and selection of a fuel supplier, an order for the vehicles could be placed by end of financial year. A business case was in development for a zero-emission bus regional area scheme and was expected to be submitted to the Government in January 2022. Assessment work focused on market engagement continued to be undertaken with regard to bus reform, to include commercial viability and to quantify the level of risk, with an aim to bring the work to a conclusion in early 2022.

Councillor Allan Jones asked when the hydrogen vehicles would be delivered if an order was placed at the close of the year and sought clarification on the nature of fuel delivery systems and the type of hydrogen that the buses would use.

Matt Goggins advised that this would be the first time this type of bus would be mass produced by Alexander Dennis and so when timescales were confirmed these would be shared with the Committee. The fuel delivery solution related to the ability to pump hydrogen into buses and would require the construction of a hydrogen refuelling infrastructure. Hydrogen grades referred to the carbon efficiency, with green hydrogen being produced through renewable energy sources such as wind. The aim was to utilise green hydrogen, however there was also the potential to harness hydrogen produced by industry within the city region. Matt Goggins outlined the decision-making process for the project which would be brought back to the Combined Authority and the Metro Mayor.

Councillor John Stockton enquired after the cost per commissioned hydrogen bus.

Matt Goggins advised that he could not provide an exact figure per bus but confirmed that the commissioning process had allowed the LCR Combined Authority to come to a good price per vehicle. Operators were being supported to conduct an

exercise for developing the required infrastructure and construction and ensuring that this was future proofed to accommodate a larger fleet.

Councillor Anthony Lavelle requested further information on the potential location of new depots and the jobs that could be created.

Matt Goggins advised that depots were a significant consideration as part of bus reform and decarbonisation work. A zero-emission fleet would require joined up working across organisations, and locations would be considered in terms of power grid and hydrogen pipeline placements.

RESOLVED – That the content of the report be noted.

24. LIVERPOOL CITY REGION - BUS SERVICE IMPROVEMENT PLAN

The Chair invited Matt Goggins to present the Bus Service Improvement Plan. The Chair noted that this would be considered by the Combined Authority for decision and proposed an additional briefing session be held for Transport Committee members to consider the Plan in advance of submission.

Matt Goggins addressed the Committee and confirmed that this was the Committee's opportunity to formally consider the plan before submission. Bus Back Better, the National Bus Strategy, provided an opportunity to share in £3 billion funding for bus services across the UK and outside of Greater London to support actions such as decarbonisation and bus reform. One of the key requirements for funding was to introduce a franchise or enhanced partnership model, and for the ambitious prioritisation of bus including the need to prevent a car-led recovery, to make bus attractive alternative, and to respond more quickly and flexibly to changes in demand than rail.

Matt Goggins advised that public sector investment in bus resulted in a strong return. The BSIP would allow for a ZEBRA application for hydrogen buses, faster and more reliable services, better resident experience, and more integrated and greener public travel. It was noted that there were not many bus park and ride services active in the city region but there could be opportunities to expand this. Public consultation exercises had identified that city region customers had four priorities: punctuality and reliability, simplified ticketing, an improved network and an improved board experience. Together these helped set the vision for bus priorities. The aim was to tell the local story in strong way and set out a clear plan for an ambitious future, including the articulation of what was needed from central Government and why, and demonstration of local backing.

Matt Goggins outlined nine priorities for investment. One of these was scaling-up green bus routes and translating the principle to four other corridors with high levels of bus use and congestion. Proposed network enhancements included sustaining the network and enhancing it to address challenges around connectivity and off-peak provision. Fare reduction initiatives were also important for customers, and funding would be requested in order to underwrite the potential reduction in multi-operator fares.

Decarbonisation proposals included scaling up the zero-emission bus offer and building upon the existing hybus project. Another consideration was a bus rapid transit, which would take a trackless tram approach and would bridge a gap between bus and rail. There had been strong interest in this proposal from Wirral Waters and Paddington Village.

BPIS would also help develop a strong brand identity for Metrobus. It was noted that there had been a step change in delivery and services in Halton, including levelling up, which provided an opportunity to build Halton more closely into the transport network. It was recognised that bus reform may present some resource challenges and so flexible financial support for delivery was also requested. A delivery plan would sit alongside the BPIS to include milestones, timescales and public progress reporting for accountability of delivery. Although the document would be submitted in October 2021 it would remain a live document.

The Chair opened the floor to questions from Members.

Councillor Ken McGlashan stated the need for the Committee to be kept updated at each step of the plan's development.

Councillor Nathalie Nicholas asked whether the NHS Trust had been considered a stakeholder with regards to the BSIP.

Councillor John Stockton enquired as to the stage of development and costings of each individual programme.

Matt Goggins agreed that ongoing engagement would be continued over the weeks before submission and advised that the NHS Trust had not been considered as a stakeholder and this would be looked at in the future.

Councillor Gordon Friel asked for further information on BSOG.

Matt Goggins explained that BSOG was an outdated but important grant which Government had committed to reform in order to support deployment of zero emissions vehicles. In terms of costings it was confirmed that these were being developed with operators.

RESOLVED – That:-

- (i) the proposed draft outline for the Liverpool City Region's Bus Service Improvement Plan (BSIP) in section 3.6 of the report be approved;
- (ii) comment and feedback on the draft outline plan to inform the final version to be submitted to Government be provided;
- (iii) it be noted that a report to the Liverpool City Region Combined Authority will be presented in advance of the October deadline;
- (iv) that the further work which will be progressed to develop the costed investment plan to be submitted to Government be noted; and
- (v) that a detailed workshop be scheduled for Members of the Transport Committee to consider the final document before submission.

25. MERSEY FERRIES UPDATE - SEPTEMBER 2021

The Chair invited Gary Evans, Assistant Director for Customer Delivery, to present the Mersey Ferries Update for September 2021.

Gary Evans advised that the report detailed the operational impacts of covid-19 over the previous 18 months and covid over 18 months and provided an update on the long-term strategy approach.

Councillor Steve Foulkes welcomed the report and noted that, whilst there was a concern regarding the landing stage, it appeared that everyone involved in the terminal was working positively together.

Councillor Jerry Williams also welcomed the package and noted its importance from a heritage and business perspective.

Councillor Ken McGlashan expressed concern regarding the age of the ferries and the cost of refurbishment and replacement.

The Chair wished to place on record the Committee's thanks to Gary Evans and his team for all their work over the previous years and looked forward to witnessing exciting developments.

RESOLVED – That the content of the report be noted.

26. FINANCIAL PERFORMANCE REPORT - APRIL TO JULY 2021

The Chair invited John Fogarty, Executive Director of Corporate Services, to present the Financial Performance Report for April to July 2021.

John Fogarty outlined the report and explained that capital was showing a spend at 29% of what was aimed for. This was described as relatively normal for the first quarter and would continue to be monitored, with the biggest element stated to be rolling stock. With regards to revenue John Fogarty explained that the budget had been difficult to set for this year due to uncertainty created by the pandemic. Pessimistic estimates had been used, but income from the bus network had been higher than budgeted for. There had been variance witnessed in concessionary travel and ferries, and there remained significant open risks such as the Beatles Story.

Councillor Steve Foulkes noted that the revenue looked healthy but understood that the picture could change as a result of the Mid-term Budget Review. It was raised that Mersey Electric were seeking compensation under no net gain no net loss, stating that they were the only franchised rail system in UK that had not received subsidy. Councillor Steve Foulkes expressed concern at the implication that emphasis was on the Combined Authority rather than central Government and wished to reignite debate on this matter.

RESOLVED – That the contents of the report be noted.

27. PUBLIC QUESTION TIME

The committee received a question from Mr David Williams as follows which was read out to the Committee by Lisa Backstrom on Mr William's behalf:-

“Given the return to offices that is being encouraged, can something be done about the lack of bus stops serving North Liverpool since their removal in January 2021 during the peak of the pandemic. Workers now have only one stop to get home from despite many services still driving along Dale St and Victoria Street, but there are no stops to pick up. Workers travelling to South Liverpool or Wirral are far better served and it's not good just saying to get connecting buses while trying to minimise

passenger risk with a pandemic still on.”

The Chair thanked Mr Williams for submitting a question and responded briefly by advising that the change has taken place as part of the Liverpool City Council’s Connectivity works. There was a commitment to review that scheme as people returned to work post-covid. He explained that a detailed, formal written response would be provided within 10 working days.

28. PETITIONS AND STATEMENTS

There were no petitions or statements.

29. CHAIR'S CLOSING REMARKS

The Chair informed the Committee that he had hoped to have a report on the Combined Authority’s Corporate Plan. There would be a report to the Committee at the November meeting and a copy of the Plan would be circulated to members in the meantime.

He thanked everyone for their attendance at what had been a long but necessary meeting and looked forward to seeing everyone in November 2021.

Minutes 18 to 29 received as a correct record on the 11 day of November 2021.

Chair of the Committee

(The meeting closed at 4.20 pm)