

## LIVERPOOL CITY REGION COMBINED AUTHORITY

**PUBLICATION: 4 MARCH 2022**

**DEADLINE FOR CALL-IN: 11 MARCH 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, 4th March, 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 David Baines, Leader of St Helens MBC and Portfolio Holder: Climate Emergency and Renewable Energy

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 Members

Councillor Liam Robinson, Chairperson of the Transport Committee and Portfolio Holder: Transport and Air Quality

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

### Deputy Portfolio Holders

Councillor Trish Hardy, Deputy Portfolio Holder: Housing and Spatial Framework

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

### In remote attendance

Mr Asif Hamid MBE, Chair of the LCR LEP and Portfolio Holder: Business Support (Non-Voting Member)

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

## **117. APOLOGIES FOR ABSENCE**

Apologies for absence were received on behalf of:

### Deputy Portfolio Holders

Councillor Laura Robertson-Collins, Digital Connectivity and Inclusion

Councillor Shelley Powell, Culture, Tourism and the Visitor Economy

Councillor Kate Groucutt, Inclusive Economy and Third Sector

## **118. DECLARATIONS OF INTEREST**

There were no declarations of interest received.

## **119. MINUTES OF THE MEETING OF THE LCR COMBINED AUTHORITY HELD ON 21 JANUARY 2022**

The minutes of the meeting of the LCR Combined Authority held on 21 January 2022 were approved as a correct record.

## **120. LIVERPOOL CITY REGION METRO MAYOR ANNOUNCEMENTS AND UPDATES**

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

Beginning his announcements, the Metro Mayor spoke about the dreadful situation in Ukraine and how the images that had been broadcast of the suffering of men, women and children as a result of Putin's war, were horrific. The Metro Mayor stated that any attack on a sovereign nation was an attack on us all and he was sure that the City Region would stand together, with Ukraine in the face of this senseless assault.

The Metro Mayor recognised that good wishes alone would not be enough to curtail the evil intent of Putin and it would be necessary for us all to do all we could to support the people of Ukraine in their desperate struggle for freedom.

The Metro Mayor explained how he had been moved by the story of Ian Umney from St Helens who was in the UK for work when the Russian invasion began. Ian had made the impossible journey back from our region to Ukraine to be with his wife and his son at their home in Nikopol. The Metro Mayor wished Ian and his family all the very best and hoped that they came through this horrendous episode unharmed.

Concluding, the Metro Mayor recognised the generosity and warmth of the people of the City Region, who he was sure would provide sanctuary to the civilians of Ukraine who were seeking to escape the horrors of the war. Furthermore, following discussions with the Mayor and Leaders, the Metro Mayor would be writing to the Merseyside Pension Fund asking them to divest investment from any Russian assets.

The LCR Combined Authority stood for a minute's silence.

Continuing his announcements, the Metro Mayor reported that he had recently met with various Ministers and Secretaries of State from Departments such as Transport, Education, BEIS, DCMS and Trade. He explained that there had been some productive conversations regarding the exciting developments taking place across the Region. He had also continued to challenge for more funding, power and local decision making to transform the City Region and ensure it received its fair share of funding to secure genuine levelling up.

The Metro Mayor referred to the budget setting process which all the Constituent Councils were currently undergoing. The Metro Mayor placed on record his thanks to the Leaders and Mayor for their efforts to put together balanced budgets, which would protect frontline services as much as possible along with the most vulnerable in the City Region. Adding how, over the past 12 years there had been a relentless assault on local government funding, but Labour Councils had stood firm year after year, continuing to invest in their communities despite the enormous weight of austerity.

The Metro Mayor reported that he had visited each of the six Constituent Local Authorities and had met with businesses, public service providers, community and voluntary groups.

The Metro Mayor informed the Combined Authority that he had visited a resident in Liverpool who had benefitted from the Retrofitting programme with the installation of a brand-new heat pump system and solar panels fitted in their property. He had also been to Unliever, Wirral where he witnessed first-hand how hydrogen was being used as an alternative energy source in their production process.

Furthermore, Councillor Baines had kindly invited the Metro Mayor to the ground-breaking ceremony at Glass Futures in St Helens and he was pleased to see the plans starting to come to fruition.

The Metro Mayor explained that he and Councillor Morgan would shortly be visiting the Headbolt Lane Train Station site in Kirkby to see how work was progressing on site, which was part of the Combined Authority's vision for a fully integrated London style transport system.

Sefton was also set to once again welcome hundreds of thousands of people to Aintree racecourse for the world's greatest steeplechase in April. The Metro Mayor was pleased to be welcoming spectators back after a two-year hiatus, which would bring a huge boost to the local economy.

In concluding his announcements, the Metro Mayor reported that this would be David Parr OBE, Chief Executive of Halton Council's last meeting at the Combined Authority before he retired. The Metro Mayor wished David well in his future endeavours and in doing so, spoke about David's commitment to Halton Council and the excellent work he had delivered for the borough.

## **121. NEXT STAGES TOWARDS BUS REFORM IN THE LIVERPOOL CITY REGION**

The LCR Combined Authority considered a report of the Executive Director of Corporate Services and the Portfolio Holder for Transport and Air Quality which sought approval to determine the Combined Authority's approach on the next stages of Bus Reform in the Liverpool City Region under the requirements of the Bus Services Act 2017.

The Metro Mayor introduced the report and explained that one of the major reasons he had stood to be the Mayor of the Liverpool City Region was because of the opportunity that had been negotiated in the devolution deal with Government to be able to use specific bus legislation to fix the region's broken, fragmented and too expensive transport network. He stated that when he had been an MP, he had seen the differential between transport in the City Region compared to that in the Capital.

The Metro Mayor reflected on the once in a generation opportunity Bus Reform provided the City Region, particularly as 82% of public transport journeys in the City Region were undertaken by bus. In too many places, public transport was too confusing, too unreliable, and too expensive and ticketing was a real problem. Furthermore, the significance of this decision could not be overstated.

The Metro Mayor explained that since he had been elected, he had been working to deliver the transport network that the 1.6m people in the region deserved, which was a London-style system that made getting about the city region cheaper, faster, greener and much more reliable and simpler.

John Fogarty, Executive Director of Corporate Services explained that the Combined Authority was at a pivotal stage in considering its options in respect of Bus Reform. Considerable government funding was also conditional on the Combined Authority expressing a preferred model before the new financial year commenced.

Members were advised that this report followed an earlier decision of the Combined Authority in February 2020 which endorsed the bus franchising model of governance as the emerging leading option for bus reform in the City Region. However, the 2020 decision was conditional on further detailed work being undertaken on an outline business case which had now demonstrated, in principle, how effective a franchise model would be for the City Region.

John Fogarty explained that the draft assessment supported the introduction of franchising for the City Region as the best form of bus governance which would secure the greatest economic, social and environmental benefits across the City Region. However, franchising would also link communities with each other and to sites of employment, leisure and key public services such as health and schools. There were around 100 million journeys taken by bus each year in the City Region and it was the most important strand of a public transport network and depended on by many.

Furthermore, buses would be absolutely pivotal to the City Region's zero carbon ambitions by encouraging the use of public transport and as an alternative to the car. The Combined Authority had already set out its intentions and aspirations for a London style public transport network. The bus franchise model was the model that had always operated in London. The economic and management case within the outline business case affirmed that this model of governance would be the most effective in the City Region in achieving these objectives.

In conclusion, John Fogarty explained that there were significant risks involved in bus franchising and the pandemic had emphasised these. As such the financial case would be developed further to ensure that this vital piece of the process was complete and that it considered the current and future bus market. There were also two significant statutory stages which involved an independent review of the business case and also a statutory consultation process which would take place after the independent review. It was only on completion of these next phases of the process

that the Combined Authority would then be asked to make a final determination on bus franchising, although this report clearly represented a very significant milestone.

John Fogarty recognised the vital role played by all bus operators in the City Region and thanked them for their continued co-operation with the Combined Authority through the Bus Alliance. He emphasised that the Combined Authority would continue to work closely with all its operators throughout the next stage of the process. Acknowledging, that the franchise model would not be in operation for some time and therefore the Authority recognised the need to work with its operators to ensure that the network remained strong and fit for purpose throughout any transition.

Councillor Liam Robinson, Portfolio Holder for Transport and Air Quality, recognised the vital role buses played in the City Region, however, as a third of the City Region residents did not have access to a car it was absolutely vital for them to be able to get from A to B. Therefore, by linking opportunities to employment, to education, the economy and leisure, it was imperative that the best public transport network was delivered. Therefore, in simple terms it would be necessary to improve the bus network.

Councillor Robinson referred to the draft business case, which in his view was detailed and robust and had been based on evidence and fact. The draft business case also provided that compelling narrative about why it was necessary to change and improve the bus network. He also placed on record his thanks to John Fogarty, Matt Goggins, Laura Needham and other members of the team who had worked so hard over the past five years

Councillor Graham Morgan noted that there was a long way to go in this process and there were a lot of issues to consider. He referred to the cost of transition, given that franchising had a higher cost to transition than the partnership option and he sought clarity on how this would be funded.

John Fogarty responded that the report explained that further work was to be undertaken on the affordability of bus services, including those transition costs. This would be undertaken by embarking on the Independent Audit phase and Members would be kept informed of this process. The current funding position did create some uncertainty particularly if the Bus Service Improvement Plan (BSIP) funding was lower than expected and there was continued funding uncertainty over what else might come to Liverpool City Region for transport services. However, there were a number of potential options to raise revenue to support any potential transition and these would be considered as part of this process. It was anticipated at this stage that some of the larger capital costs would be funded by borrowing which could largely be repaid from future bus revenues but that again would be subject to future decision making.

The Metro Mayor added that if the Combined Authority were minded to progress this issue positively then questions regarding future funding would be asked of Government. The Combined Authority had been asked to be ambitious in its BSIP proposals and the Government were going to have to provide London style subsidies.

Councillor Jeanette Williamson agreed with the comments made in respect of a London-style transport system. She sought clarity on how the franchising model would support economic growth in the City Region.

Matt Goggins, Assistant Director for Bus, responded and explained that the expectation was that franchising would provide a platform for economic growth and would support communities and businesses, both socially and economically, and as suggested those things would be key indicators of whether franchising was successful or not should, it happen.

Councillor Mike Wharton echoed his thanks to Officers for the outstanding work that they had done. He did recognise how important this decision was, but he asked how it would affect the good relationship that the Combined Authority had with bus operators.

The Combined Authority was advised that in many ways this moved the Authority to a new phase in terms of its relationships with the bus operators. It was acknowledged that franchising was probably not the direction that the two major bus operators in the City Region, would want to see happen. However, the Authority had worked really effectively over the last five or six years with the bus operators through the Bus Alliance. The Combined Authority had one of the strongest and most effective partnerships between a Combined Authority and bus operators anywhere in the UK.

Councillor David Baines thanked Officers and the Metro Mayor for leading on this as it had been a manifesto pledge and was something he fully supported. He felt that franchising was the right option for many reasons, however, he sought clarity from Councillor Robinson on how franchising would help the City Region achieve its net zero ambitions and clean up the region's air.

Councillor Robinson felt that from the Authority's perspective this had to be a key part of the shift away from the private car and bus was the main form of transport to get more people on to the public transport network. This opportunity would give the Combined Authority and all six Local Authorities all of the policy levers to prioritise a good, high quality public transport network. Councillor Robinson alluded to the fact that the bus network had not always felt like a collective network. However, one of London's strengths was that it was a collective network and so it would be necessary to ensure that there was a uniform City Region approach. He felt that the most important element particularly with regard to equality was the vision for a completely zero emissions bus fleet which was at the heart of the Vision for bus. The first 20 of those vehicles would be seen later on this year on the number 10 route between St Helens in Liverpool with the hydrogen bus fleet.

The Metro Mayor Steve Rotheram noted that members of the public had joined the meeting in the public gallery. He first of all thanked everyone for the way that they had conducted the lobbying and he felt that it had been a really fruitful exercise. Following a lengthy process, the Combined Authority was now in a position where it could achieve the right decision. Due to the level of interest on this issue the Metro Mayor suggested that the vote should take place by a show of hands.

RESOLVED – That:

- (a) the Draft Outline Business Case for Bus Franchising as presented in the exempt Appendix 1 to this report be received and considered;
- (b) for reasons set out in Section 4 of the report determine to continue to endorse the Bus Franchising model as the City Region's intended future model of bus governance;
- (c) it be noted that the assessment of a bus franchising scheme remained subject to further revisions and refinement in light of continued uncertainty of Bus Service Improvement Plan (BSIP) funding and other bus funding;

- (d) delegated authority be given to the Executive Director of Place in consultation with the Executive Director of Corporate Services, the Combined Authority's Monitoring Officer, the Metro Mayor and Transport and Air Quality Portfolio Holder to complete the financial assessment referred to above and undertake any amendments required to finalise the Draft Assessment presented in the exempt Appendix 1;
- (e) delegated authority be given to the Executive Director of Place to commission an independent review of the Outline Business Case (exempt Appendix 1) in accordance with the provisions of the Bus Services Act 2017;
- (f) the findings of the independent review to be reported back to the Combined Authority;
- (g) the importance of bus operators to the City Region be recognised and together with the constructive and collaborative approach they had taken to working with the Combined Authority through the Bus Alliance;
- (h) the Executive Director of Place be instructed to continue to work constructively with regional bus operators as the next stage in the evaluation of bus franchising options was undertaken;
- (i) it be noted that future consideration of appropriate legal, commercial and governance structures to be applied by the Combined Authority in the event of an ultimate decision to adopt a bus franchising model would be required;
- (j) the establishment of a panel be approved to provide political oversight to the delivery of these recommendations as set out in paragraph 4.6; and
- (k) progress against these recommendations be reported back through to the Combined Authority at appropriate intervals during the municipal year 2022/23.

The report and all recommendations were unanimously agreed to by all Members present.

## **122. FINANCIAL PERFORMANCE REPORT**

The LCR Combined Authority considered the report of the Executive Director of Corporate Services and the Portfolio Holder for Policy, Reform and Resources.

The Metro Mayor stated that this report provided an overview of the revenue and capital financial performance of the Combined Authority for the period April 2021 to January 2022.

John Fogarty explained that the report presented the Quarter 3 financial update for the period ending on December 31<sup>st</sup>. The report proposed a number of adjustments to the budget to accommodate some planned slippage of various programmes into the following year. These were principally around rolling stock, tidal energy and digital projects which were continuing to recover ground that had been lost due to the pandemic. It also included significantly £1m from the current year's budget that would move into the following year's budget as a result of the work that had just been discussed around bus reform. The report also presented a Capital Programme update including SIF and TCF schemes.

**RESOLVED – That:**

- (a) the contents of the report be noted; and
- (b) the revised revenue budget for 2021/22 be approved.

### **123. LIVERPOOL CITY REGION ADULT EDUCATION BUDGET FUNDING ALLOCATIONS AND LEVEL 3 ADULT OFFER ALLOCATIONS 2022-23**

The LCR Combined Authority considered a report of the Executive Director of Investment and Delivery and the Portfolio Holder for Education, Skills, Equality and Diversity which set out the proposed allocation of £53.3m for adult education across the City Region to grant funders and contracts for service providers following a procurement exercise. The report was also seeking approval to accept £4.4m in National Skills Fund Level 3 Adult offer.

The Metro Mayor explained that the Adult Education Budget was a key part of the devolution settlement and was one of the main blocks that had been received. It was a real example of how the Authority had responded to the adult education needs of its residents by supporting their learning and innovation in regard to the way that had been delivered that locally.

Mayor Anderson, Portfolio Holder for Education, Skills Equality and Diversity, presented the report and made the following comments:

- Devolution of the Adult Education Budget had been hugely beneficial to the Liverpool City Region by supporting over 32,000 learners each year and delivering more provision in the skills priority areas needed. Local flexibilities that benefited residents had been introduced, including fully funding provision for more low-income learners, establishing new learning aims, and testing new ways of delivering. Entering year four of delivery was an exciting phase in the new commissioning cycle, the detail of which had been outlined in the report.
- The report sought approval to accept the annual grant allocation for the Adult Education Budget of £53.3m and the delegated Level 3 Adult Offer of £4.4m for the academic year 2022-23. It also set out the proposed grant funded allocations to a number of organisations including Colleges and local authorities based on prior year allocations.
- Following the end of the current three-year commissioning cycle, a new procurement round had also been completed, and the recommendations for the allocations for contracts for service provision to the ranked order of providers was included in Appendix 1.

RESOLVED - That:

- (a) the grant allocation of devolved AEB of £53,357,285 and the delegated National Skills Fund Level 3 Adult offer of £4,432,298 for the period 1 August 2022 to 31 July 2023 be noted and accepted, noting the conditions of grant associated with the delegated funding;
- (b) the indicative funding allocations to grant funded providers, as summarised in Appendix One be approved;
- (c) the indicative funding allocations and award of contracts following procurement for contract for service providers as summarised in Appendix One be approved;
- (d) authority be delegated to the Combined Authority Treasurer and Monitoring Officer to conclude the contract award process for contract for service provision;
- (e) the continuation of the Facilitation Fund using AEB in 2022/23 as set out in sections 4.3 and 4.4 be agreed;

- (f) the Scheme of Delegation outlined in section 6 regarding the allocations to providers for the Level 3 Adult Offer for 2022/23 be agreed; and
- (g) the headline data referenced in section 7 relating to the last AEB academic year for 2020/21 and reported in Appendix Two be noted.

#### **124. LIVERPOOL CITY REGION COMBINED AUTHORITY SOCIAL VALUE POLICY AND FRAMEWORK**

The LCR Combined Authority considered a report of the Executive Director of Corporate Services and the Portfolio Holder: Inclusive Economy and Third Sector which sought approval for the Social Value Policy and Framework.

The Metro Mayor stated that he had given a manifesto commitment to produce an annual report on Social Value and this framework provided a mechanism to achieve this. The framework would take effect from 1st April and the first annual report would be presented to the Combined Authority next year. This new policy and framework committed the Combined Authority, at all levels of the organisation, to do more and to do better in the future, and to be held to account for the social value generated for our communities.

Councillor Jeanette Williamson explained that the Policy and Framework brought together work that her colleagues were already doing in their individual councils and certainly something that Wirral Council had led the way on in terms of social value. As the Portfolio Holder for Inclusive Economy and the Third Sector she echoed the Metro Mayor's comments and stated her support for the Social Value Policy and Framework.

The Metro Mayor Steve Rotheram recognised that Councillor Williamson had driven this agenda forward along with the other Leaders and he thanked her for such a collaborative effort, which had resulted in good policy.

**RESOLVED** - That the draft Liverpool City Region Social Value Policy and Framework in Appendix 1 of this report be approved.

#### **125. EQUALITY STRATEGY 2022/26**

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 presented the four-year equality strategy for the Combined Authority.

The Metro Mayor explained that this report set out the Combined Authority's strategy for Equality, Diversity and Inclusion and the vision, objectives and actions which would see the Combined Authority achieving its goals.

Liz Dean, Executive Director Corporate Development and Delivery, stated that this report followed the approval by the Combined Authority earlier in the year to develop a four-year Equality Strategy for the Liverpool City Region Combined Authority. Members would recall at the January meeting a draft vision and a set of equality objectives had been approved and it had also been agreed to go back and undertake further detailed work.

Since that meeting the strategy had continued to be developed through a wide variety of internal and external engagement activity to ensure that as a Combined Authority it was responding to what residents were really saying and what

stakeholders had highlighted was important to them. The Authority had therefore undertaken an external survey, consultation sessions with a variety of internal and external Boards and Panels and it had also involved and been presented to the Overview and Scrutiny Committee.

The Equalities Strategy identified objectives under three themes as an Employer, as a Commissioner and as a Civic Leader, which also aligned to the Race Equality Declaration that the Combined Authority had previously approved. The strategy was a road map for levelling the playing field and making our region the fairest place possible and would also link to the Metro Mayor's manifesto and the vision articulated in the Corporate Plan.

Furthermore, the high level delivery plan was based on the actions in the strategy, and regular reports would be provided to the Combined Authority.

Mayor Joanne Anderson was grateful for all the work that Liz Dean and her team had achieved welcomed how well thought out the equality objectives were.

RESOLVED – That:

- (a) the Equality Strategy 2022-2026 be approved;
- (b) it be noted that the Equality Strategy would be subject to annual review and presentation; and
- (c) it be noted that both the Overview and Scrutiny Committee and the Audit and Governance Committee would play an ongoing role in support of embedding equality, diversity and inclusion within the Combined Authority.

#### **126. LIVERPOOL CITY REGION FAIR EMPLOYMENT CHARTER: APPROVALS AND NEXT STEPS**

The LCR Combined Authority considered a report of the Portfolio Holder: Education and Skills and the Executive Director of Policy, Strategy and Government Relations which set out the process for the first two levels of the Fair Employment Charter.

The Metro Mayor explained that the application process was fairly light touch for aspiring organisations and slightly more involved to achieve the accredited status. The report also set out the step's employers would need to take to achieve accreditation, along with the proposed membership of the advisory group and reference group.

Councillor Jeanette Williamson welcomed the Charter and felt that this was very much in keeping with the last few agenda items around fairness and inclusivity in the City Region. Councillor Williamson explained that at the last meeting of the Combined Authority the Plan for Prosperity was agreed, which was focused on supporting the development of an inclusive economy across the City Region. The Fair Employment Charter provided a way for to show what good quality employment looked like. Seeing accreditation of employers against the Charter would enable the Combined Authority to realise its shared vision of a fairer, stronger, inclusive and cleaner City Region.

RESOLVED - That:

- (a) the update on the implementation of the Fair Employment Charter be noted;
- (b) delegated authority be given to the Executive Director for Policy, Strategy and Government Relations to authorise employers as meeting the aspiring and

- accredited levels of the Fair Employment Charter following input from the Reference Panel: the accredited level would be undertaken in consultation with the Portfolio Lead for Education and Skills;
- (c) the role and membership of the Advisory Group and Reference Panel as set out in Appendix Two be endorsed;
  - (d) Local Authorities be requested to identify named contacts to undertake due diligence checks of applicants; and
  - (e) the potential milestones for activity in 2022 be noted.

## **127. LOCAL SKILLS ACTION PLAN 2022/23**

The LCR Combined Authority considered a report of the Executive Director of Policy, Strategy and Government Relations which presented the Local Skills Action Plan 2022/23.

The Metro Mayor noted that this report sought agreement of the Local Skills Action Plan, which was produced as a condition of the Combined Authority's funding from the Department for Education and was used by the DfE to analyse trends nationally. Alongside the more detailed plan required by the DfE a summary of the key issues and proposed actions was also produced which was included in the report.

Mayor Joanne Anderson explained that the detailed local skills report followed a format set by the Department for Education whilst the Local Skills Action Plan was a shorter summary document. She explained that the last 12 months had seen a tightening in the labour market with an increase in employment and falling unemployment coupled with a significant increase in vacancies this meant that employees were finding it hard to recruit and retain staff. There had been some narrowing of gaps for women, people from an ethnic minority and those with a disability and a sustained focus was required to make this a lasting impact.

There were a number of programmes which the Combined Authority was working with Government to deliver including Multiply and to take advantage of the offers set out in the Levelling Up White Paper. Mayor Anderson placed on record her thanks to Asif Hamid for his time to Chairing the Employment and Skills Board and helping to maintain that focus on driving through the change.

Asif Hamid MBE welcomed the report and recognised that there were a lot of changes to take place which would require a collaborative approach between all parties.

RESOLVED – That:

- (a) the update provided on the labour market be noted; and
- (b) the Local Skills Action Plan 2022/23 attached at Appendix One and the Local Skills Report 2022/3 attached at Appendix Two be approved.

## **128. MERSEY TIDAL PROJECT UPDATE**

The LCR Combined Authority considered the report of the Executive Director: Place and the Portfolio Holder: Climate Emergency and Renewable Energy which provided an update on the Mersey Tidal Power Project (MTPP).

The Metro Mayor explained that the Mersey Tidal project remained a valuable development option for low carbon generation as the Combined Authority progressed towards its Net Zero Carbon ambitions.

Councillor David Baines, Portfolio Holder: Climate Emergency and Renewable Energy, emphasised the importance and potential of the Mersey Tidal project as it provided a serious option for low carbon generation, to progress the City Regions net zero ambitions. Furthermore, with the current energy cost crisis in this country and the significant implications of current world events now was the time to make urgent progress with renewable energy.

Councillor Baines stated that Government had maintained a position on net zero by 2050. However, the City Region had a more ambitious target of 2040. The Mersey Tidal project was a significant intervention and provided bold leadership by the City Region for what could be the largest publicly led renewable project in the whole UK.

Richard McGuckin, Executive Director: Place, reinforced some of the points made and stated that the report set out the progress so far He anticipated that Government would publish its National Planning Policy Statement and it was anticipated that Tidal Range would be included which would give the City Region the opportunity then to play on the national scale.

RESOLVED – That:

- (a) alignment of the strategic and economic benefits of the Mersey Tidal Power Project considering the publication of the LCR NetZero Pathway to 2040 in January 2022 be noted;
- (b) it be noted that the Phase 3 concept development phase had been extended to March 2023 (from March 2022) and that a gateway review and scheme recommendation would be brought forward in September 2022;
- (c) it be noted that it was anticipated that HM Government would publish a revised National Planning Statement (NPS) for Energy in mid-2022 which was anticipated to include an updated position on the need for Tidal Range to contribute to national Net Zero targets;
- (d) it be noted that Phase 4 Activity could only be commenced once clarity from HMG on a revised national Planning Statement for Energy was received. This included any development expenditure (DevEx) on progressing the project to consenting as a National Significant Infrastructure Project (NSIP);
- (e) it be noted that as part of the extended Phase 3 activity, environmental, interested party and community stakeholder engagement would take place from late March to June 2022 including discussions on potential scheme locations for barrage and lagoon solutions across the Mersey Estuary; and
- (f) it be noted that consultancy contracts required to progress engineering design, ecology surveys and environmental studies would be procured at costs of around £200,000 to £450,000 each, which was above normal delegated decision limits of £150,000 but within the delegated powers, to £1 million, afforded to the Mersey Tidal Power Project related to single expenditure in March 2020.

#### **129. ALLOCATION OF FUNDING FROM TRANSFORMING CITIES FUND (TCF) TO SUPPORT THE GREEN SUSTAINABLE TRAVEL CORRIDORS (GSTC) PROGRAMME**

The LCR Combined Authority considered a report of the Executive Director: Place and the Portfolio Holder Transport and Air Quality which sought approval to request £255,000 from the Transforming Cities Fund to continue the works which formed part of the Green Sustainable Travel Corridors programme.

RESOLVED – That the proposal to continue Work Package 8 of the Green Sustainable Travel Corridors Programme until June 2023 at a cost of £255,000 to be funded from the Transforming Cities Fund (TCF) to be delivered by Liverpool John Moores University (LJMU) be approved.

**130. PROPOSALS FOR THE DELIVERY OF CRITICAL CITY REGION SUSTAINABLE TRANSPORT SETTLEMENTS - HIGHWAYS MAINTENANCE AND NON-HIGHWAYS MAINTENANCE PROGRAMME IN 2022/23**

The LCR Combined Authority considered a report of the Executive Director of Investment and Delivery and Portfolio Holder: Transport and Air Quality which provided an update on the proposed City Region Sustainable Transport funding allocations.

The Metro Mayor explained that approval was sought to allocate nearly £233m of the funding for highways and non-highways maintenance. This was a major programme for the City Region and part of the ambition to create a London style transport system, which would improve the City Regions highways, active travel, bus and rail networks.

Councillor Liam Robinson emphasised the importance of this settlement, noting that the Combined Authority had been awarded an allocation of £710m from the City Region Sustainable Transport Fund and a significant amount of that was for funds which could be spent on the highway network. Furthermore, from a transformational point of view the settlement could also be used on non-maintenance requirements by utilising improvements on the highway network, which could help to build the London style transport network that had been mentioned earlier and had been talked about so often in the past as well.

RESOLVED: That:

- (a) the programme and significant changes to local transport funding arrangements from 2022/23 to 2026/27 as a result of the creation of the new City Region Sustainable Transport Settlement (CRSTS) be noted;
- (b) the indicative, but very significant CRSTS funding allocation of £710m that will be available between 2022/3 – 2026/27 be welcomed, noting the focus of this funding on the delivery of sustainable transport measures and on decarbonisation;
- (c) it be noted that a CRSTS funding allocation for 2022/23, together with greater clarity on the overall funding award, was anticipated from the Department for Transport shortly, linked to a revised business case submitted to DfT in January 2022 (Appendix 1);
- (d) In anticipation of (c) above, it be agreed in principle to allocate £232.96m from the total CRSTS budget for Highways Maintenance and Non-Highways Maintenance plans and works developed for the period April 2022 – March 2027;
- (e) the £43.01m 2022/23 Highways Maintenance and Non-Highways Maintenance programme as shown in Table 1.2 b approved and allocated, following receipt of a formal funding award for the new financial year from DfT; and
- (f) Delegated authority be given to the Executive Director Investment and Delivery, the Executive Director Corporate Services, the Executive Director - Place, and the Chief Legal and Monitoring Officer in consultation with the

Portfolio Holder for Transport and Air Quality to disburse funds and develop funding agreements to delivery partners, in order to progress schemes in 2022/23 as identified in this report (subject to funding availability).

### **131. BROWNFIELD LAND FUND UPDATE**

The LCR Combined Authority considered a report of the Portfolio Holder: Housing and Spatial Planning and Executive Director of Investment and Delivery which requested approval to allocate an additional £14.8m in Brownfield Land Fund and the proposed allocations for the funding.

Councillor Graham Morgan, Portfolio Holder for Housing and Spatial Planning, explained that the report presented the latest plans to invest the Brownfield Land Fund across the City Region. The Brownfield Land Fund was the City Region's first devolved funds for housing. Building on our good work, today's report confirmed a further £15m in additional funding from the government. This has meant that a total of £60m would be invested in brownfield sites across the City Region delivering over 4,000 new homes for local residents. The Combined Authority had a solid track record of making sure that the devolved funding could make a difference in our communities working in an agile way to respond to new opportunities for the City Region. The recommendations in the report allowed the Combined Authority, Local Authorities and partners to remain agile and responsive to future opportunities. Councillor Morgan, emphasised that the Combined Authority would continue to lobby the government to ensure that they provided the opportunities allowing to further build on the track record of delivery for local communities.

Aileen Jones, Executive Director for Investment and Delivery, mentioned that the published version of the report did not include the pre-development allocations that were set out in paragraph 3.11 of the report. The public version, due to an administrative error, did not have the table which was referenced in 3.11 which referred to the pre-development allocations that had been made to Sefton, Knowsley and Wirral which was now in the revised version that you would have seen and which was available online.

**RESOLVED - That:**

- (a) an additional Brownfield Housing Fund grant offer of £14.8m from the Department for Levelling Up, Housing and Communities (DLUHC) be formally accepted;
- (b) the update on current approved Brownfield Land Fund projects be noted;
- (c) the process for allocating additional Brownfield Land Funds and the indicative funding amounts set out in Tables 1a and b for those highest scoring projects from the private sector call reserve list reported to the Combined Authority in November 2021 and new Local Authority led projects be approved. Those projects would be taken forward to Full Business Case stage until all current and additional funding was allocated;
- (d) delegated authority be given on the terms set out in this Report to the Executive Director of Investment and Delivery, in consultation with the Portfolio Holder for Housing and Spatial Planning, to approve funding for each of the further shortlisted projects following a review of Full Business Cases and recommendations from the Strategic Investment Fund Internal Investment Panel and;
- (e) delegated authority be given to the Executive Director of Investment and Delivery to finalise negotiations of detailed funding terms and associated

agreements for each approved project, in consultation with the Chief Legal Officer and the Treasurer.

### **132. STRATEGIC INVESTMENT FUND (SIF) - QUARTERLY UPDATE**

The LCR Combined Authority considered a report of the Executive Director of Investment and Delivery and the Portfolio Holder: Inclusive Economy and Third Sector which provided a quarterly update on the performance of the Strategic Investment Fund (SIF) at Quarter Three 2021/22, together with some change requests.

RESOLVED - That:

- (a) the update on performance as at the end of Q3 2021/22 be noted.
- (b) the material changes to the Crosby Lakeside Project as indicated in sections 3.18-3.20 of the report be agreed; and
- (c) the return of TCF funding from the Birkenhead Flyover Project in Wirral as detailed in sections 3.36-3.37 of the report be noted.

### **133. CHIEF OFFICER DISCIPLINARY PROCEDURE**

The LCR Combined Authority considered a report of the Monitoring Officer which sought approval of a process and procedure to deal with the disciplinary matters for Chief Officers.

Jill Coule, Chief Legal Officer and Monitoring Officer, advised that this report had been considered by the Audit and Governance Committee in January this year and had recommended adoption of a nationally recognised procedure for dealing with disciplinary matters for Chief Officers. It was a precautionary measure at this juncture and as it would be included in the Constitution it therefore required a unanimous vote.

RESOLVED unanimously- That:

- (a) the Joint Negotiation Committee (JNC) Model Disciplinary Procedure and Guidance for Local Authority Chief Executives, which includes the processes and procedures for dealing with both the appointment and discipline of Chief Officers (Appendices 1 and 2) be considered and approved;
- (b) the Guidance for Local Authority Chief Executives, in accordance with the Joint Negotiating Committee October 2016 National Salary Framework & Conditions of Service Handbook be noted;
- (c) the inclusion of the JNC Model Disciplinary Procedure into the Combined Authority Constitution be approved; and
- (d) the amendments to the Constitution and terms of reference for the Audit and Governance Committee and the Appointments and Disciplinary Committee, as set out in Appendix 4 of this report be considered and approved.

### **134. CAREERS & ENTERPRISE - ADDENDUM TO FUNDING**

The LCR Combined Authority considered the report of the Executive Director of Corporate Services which sought approval to accept £193,360 on behalf of the LCR Growth Platform Company, as the Combined Authority was the accountable body. This funding would continue to support the Careers and Enterprise programme across the City Region.

Mark Basnett, Managing Director, LCR LEP, welcomed the additional funds which the Authority had bid for and would assist disadvantaged groups in the City Region.

RESOLVED - That:

- (a) the additional award of £193,360 to the Liverpool City Region Growth Company, via the Liverpool City Region Combined Authority as its accountable body, to support the "Careers & Enterprise" programme across the Liverpool City Region be accepted; and
- (b) it be agreed to grant this funding to the Liverpool City Region Growth Platform Company to enable it to deliver the measures set out within the offer letter.

### **135. DRAFT COMMITTEE TIMETABLE 2022/23**

The LCR Combined Authority considered the draft Committee timetable for 2022/23.

RESOLVED that the draft Committee timetable for 2022/23 be approved.

### **136. PUBLIC QUESTION TIME**

There were no questions submitted by members of the public.

### **137. PETITIONS AND STATEMENTS**

There were no petitions or statements received.

### **138. EXCLUSION OF THE PRESS AND PUBLIC**

RESOLVED - That members of the press and public be excluded from the meeting for the under-mentioned item of business on the grounds that it involves the likely disclosure of exempt information as contained in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to Information)(Variation) Order 2006.

### **139. HIND STREET LAND ACQUISITION**

The LCR Combined Authority considered a report of the Portfolio Holder Policy, Reform and Resources and Executive Director of Investment and Delivery which sought approval to allocate £1.8m grant funding to Wirral Council.

RESOLVED: That

- (a) the allocation of £1.8m grant funding to Wirral Council from the Strategic Investment Fund for the acquisition of the National Grid land at Hind Street as set out in paragraph 4.3 be approved;
- (b) delegated authority be given to the Executive Director of Investment and Delivery in conjunction with the Combined Authority Monitoring Officer to finalise the terms of any funding agreement; and
- (c) it be noted that a further report on funding for the Pressure Reduction Infrastructure relocation may be brought to a future meeting subject to demonstrating a clear funding pathway to delivery of housing for Phase 1.

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Chairperson of the Combined Authority

(The meeting closed at 2.21 pm)