

LCR OVERVIEW AND SCRUTINY COMMITTEE

At a meeting of the LCR Overview and Scrutiny Committee held in the Authority Chamber - No.1 Mann Island, Liverpool, L3 1BP on Wednesday, 3rd November, 2021 the following Members were

P r e s e n t:

Councillor
S Radford
Chair of the Overview and Scrutiny Committee
(in the Chair)

J Abbott, D Burgess-Joyce, E Dourley, E Finneran, J Hansen, A Jones, T Long, J McManus, P Moloney, J Morgan, K Taylor, M Uddin and C Waterfield.

Also in attendance – Metro Mayor Steve Rotheram and Councillor L Robinson, Portfolio Holder for Transport and Air Quality.

12. CHAIR'S OPENING REMARKS

The Chair, Councillor Steve Radford opening the meeting and welcomed newly appointed Committee Member, Councillor Tricia Long from St Helens to her first meeting.

The Chair also remarked on the sad passing of former Vice-Chair of the Committee, Councillor Andy Corkhill from Wirral Council. He invited the Metro Mayor, Steve Rotheram to address the Committee.

Metro Mayor, Steve Rotheram paid tribute to Andy Corkhill and stated that cross party relationships was an important factor in getting the business done and Andy Corkhill had been a person who could see beyond party politics and ensured that he worked for the community he represented. The Metro Mayor explained that Andy Corkhill was due to stand in the Mayoral elections which were due to take place in 2020 but were postponed due to the pandemic, but he became unwell and had to withdraw as the Liberal Democrat candidate. Andy Corkhill was passionate about representing people and his passing would be a great loss to the Authority and local politics. The Metro Mayor confirmed that he had conveyed condolences from the Combined Authority and felt that Andy Corkhill deserved a minute's silence in order that he could be recognised for the work he had undertaken on behalf of everyone.

The Committee stood in silence as a mark of respect.

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Michael Haw, Christine Howard, Anna Rothery, Pam Thomas and Sir Ron Watson CBE.

14. DECLARATIONS OF INTEREST

There were no declarations of interest.

15. MINUTES OF THE MEETING HELD ON 14 JULY 2021

The minutes of the meeting of the LCR Overview and Scrutiny Committee held on 14 July 2021 were approved as a correct record.

16. VERBAL UPDATE FROM METRO MAYOR S ROTHERAM

Metro Mayor, Steve Rotheram provided the Committee with an update on his activities since the previous meeting.

The Metro Mayor asked for guidance around the process as there had been a lot which had happened since the last meeting. The Chair of the Overview and Scrutiny Committee felt that it would be useful to have an overview of the whole presentation following which Members could pick up on any queries thereafter.

The Metro Mayor stated that the biggest headline since the previous meeting had been around the £710m of transport block funding which had been received from the Government. However, the Government had not specified what it should be spent on and therefore a comprehensive business case had had to be put together with a pipeline of projects to bid for which needed to be transformational and City Region-wide. There were a number of strategic aims – the first of which was to create a ‘London-style’ integrated transport system that was fit for the 21st Century. Also, as part of that, it was proposed to have ‘London-style’ fares which would be much more affordable. London received a huge subsidy for its fares which was understandable, but he felt that if other areas received a subsidy then the City Region should do so as well in order to make public transport more affordable for all.

As part of the transformational review of the City Region there was something called Merseyrail for All. He noted that there were places that Merseyrail did not currently serve and there were some communities who could not access trains and therefore it was proposed to undertake a trial using battery technology to see if it was possible to get to those outlying communities. The batteries had been trialed during Covid to see how far they could go. It had been anticipated that they would be able to last for eight miles but it had been found that they could potentially last about 20 miles and therefore it would be possible to start expanding the network beyond the current borders. Of course, it would be essential to have the right infrastructure in place but with battery technology it would not be necessary to pay out for the live third rail. The first test would hopefully take place at the end of next year when Headbolt Lane would be built and opened and have brand new rolling stock.

The Metro Mayor stated that further control was required over buses as currently bus companies were subsidised, and work would continue in partnership with Local Authorities to create green bus corridors, improve the timetable and create priorities for buses. Currently 82% of journeys were made by bus in the City Region and were an important part of travel and that integration continued with active travel such as walking and cycling. He had ambitions of achieving 600km of active travel network and work had already commenced on this which involved looking at where the breaks were between different parts of the infrastructure to connect them up. 113km of active travel network was already under construction. The BSIP bid was £667m and it was hoped that the Government would work closely with the Combined Authority in order to connect communities.

The Metro Mayor was pleased that Sefton, Liverpool and Wirral had been awarded levelling up fund in the recent budget. Wirral received £19.6m, Liverpool £20m and

Sefton £2.5m and that was also part of what people were trying to do with the Town Deal Fund. The Metro Mayor had received feedback from Government that the Liverpool City Region Transport Settlement bid had been of a high calibre and consequently the Region received more per head than any other Combined Authority. He thanked staff involved for all their hard work behind the scenes.

The Metro Mayor made the following further announcements:

- The Combined Authority had supported Bramley Moore with a sum of £45m. £15m of that was a grant for the heritage element and £30m was a loan which would provide a substantial return for us and would enable us to turn capital into revenue that could be used in the future differently to the blocks of funding received from Central Government for projects. He was certain that that would act as a catalyst for wider regeneration in that area.
- In mid-October it was noted that Kirkby had opened its first supermarket in 41 years. He was proud of it as a totemic anchor for regeneration to be built around and it was hoped that the connectivity and economic coherence would start to make sense.
- He referred to Fords and the announcement of a £230m investment in the Halewood plant which would secure 500 jobs but it would also enable the transition from the internal combustion engine into the new E-engines (electric). We won this against global competitors, and he thanked Councillor Morgan, the Government and local Councillors for their support.
- He stated that High-Net would be the opportunity for us to start to look now at what a hydrogen fuel future would mean for the Liverpool City Region. Currently it was blue hydrogen and that was an issue for everyone, but the infrastructure could be built around it whilst creating capacity for green hydrogen which was the aim. That was the reason why the tidal project was so important.
- In summary he concluded that all of this would contribute to the vision to get to a high wage and high skilled economy. The people in this City Region were as talented as the rest of the country and opportunities were required to allow them to reach their full potential and that was why these announcements were positive for the future of the Liverpool City Region.

Councillor Steve Radford thanked the Metro Mayor for his comments and stated that it was encouraging that such a positive response to these initiatives had been received from the Government. It had been a great disappointment when Liverpool lost Plessey Telecommunications, a high earning employer in the City Region.

Councillor David Burgess-Joyce liked the final comment made by the Metro Mayor. He thought that the comment about people in Merseyside having a lot to offer was an understatement. What he did not support was the promise of approximately £1.4billion of investment into Liverpool, which regardless of political will or otherwise, was an investment into Merseyside and also into the Metro Mayor's leadership. He felt that time should be taken to consider the excellent work undertaken by the team and the fact that it also proved the Government's commitment to Merseyside. What he was worried about specifically was the 'London style' transport and the fact that Liverpool was not London. He was concerned that congestion charges would be introduced and the impact this could have on businesses. He asked what had been done to secure support from businesses who wanted to be green but who also

wanted to know that they would not be put out of business by what they might see as a potential fad that might go away, just as diesel traffic had done some time ago? He asked when a congestion charge was being introduced and at what level would it start off at?

The Metro Mayor responded that he did work closely with Mayor Khan and he was envious of what London had because it was the only bus transport system in the country that had not been deregulated by Margaret Thatcher. Liverpool had experienced some 30 plus years of a sub-optimal bus service. Whilst it was ok, it could be so much better. Plans were being developed on bus reform. Detailed negotiations were currently ongoing with the Secretary of State regarding stations, signals, rails and land in order to put in place a plan for integrated use for train land and link to other public transport like buses or tram trains. Congestion charges was something that Boris Johnson had increased. London particularly had introduced congestion charges and Manchester was looking into it at present. He confirmed that there were currently no plans to introduce congestion charging in the City Region and the Government had not specifically requested it. The Government had requested a look at air quality and there had been investment in monitoring systems in order to obtain a greater understanding of requirement before any other punitive measures were considered.

The Metro Mayor reminded the Committee that the COP 26 conference was taking place shortly and he would be representing the North-West and the City Region. He expressed concern that the planet was dying and it was necessary to act to ensure that the carbon footprint could be reduced as far as possible. This could be achieved by punitive measures e.g. charging but the focus was on introducing genuine quality alternatives to personal car use. If that did not work, he advised that he would not rule out the introduction of congestion charging in the future. There was a need to look at all of the policies to see if more could be squeezed out on the green premium. He reiterated that there were currently no plans for congestion charging but it was essential to address congestion and air quality issues.

Councillor Pat Moloney referred to the green agenda and in particular progress on hydrogen buses which had been ordered. He had read that the City Region was working with Scottish Power on electric vehicle charging infrastructure and he would like further information on that and also on progress with hydrogen boilers which were due to be introduced before the end of this year? He also asked how many monitoring stations were in place for measuring air quality throughout the City Region and what plans were in place to increase that and at what level?

Councillor Liam Robinson replied that in relation to air quality there were different types of management infrastructure in place from diffusion tubes through to automatic stations of which there were six across the Local Authorities). There had recently been a procurement process to be able to co-ordinate that better. Some great work was taking place on an individual Authority level but there was a need to make it more cohesive. Air quality did not respect boundaries or lines on maps. The Combined Authority was looking into information being made available in real time on an hourly basis to monitor how air quality in key locations was changing in order to make the right decisions. Some information would be difficult for us to face but it would be vital to do so.

The Metro Mayor responded to the question in relation to hydrogen boilers. The issue was getting the infrastructure and pipework from the production site to domestic suppliers. The first trial of this had taken place in St Helens and looked at up to 21% of hydrogen in the gas supplies. The Metro Mayor confirmed that he had attended

the world's first trial of hydrogen for energy intensive production which had been 100% successful. It would be possible to take 10 million tonnes of CO² out of Liverpool City Region's atmosphere every year if that was successful. Hydrogen boilers were also part of a retrofitting scheme which had commenced in many areas. In respect of the comment made in relation to electric vehicle charging infrastructure, Scottish Power advised that if there were three electric cars charging on same street, the lights would dim due to impact on the capacity of the network. Improved infrastructure was therefore required. Even for new areas where development was taking place, Scottish Power and others had been denied the opportunity of putting anticipatory investment in the infrastructure until the development was complete. Infrastructure should be put in first and not after. It was hoped that the Authority would benefit from this scheme, but those negotiations were at a very early stage at the moment.

Councillor Steve Radford mentioned air quality pollution and getting greener transport. All transport was effective in deprived communities in getting people to employment markets. He was concerned that there were missed opportunities with the Bootle branch line as a lot of the northern communities suffered from incredible football congestion and the air quality impact but also they were communities that needed a connection to a wider job employment. benefit. He asked for an update on the Bootle branch line.

Councillor Liam Robinson replied that he would be briefing the Metro Mayor following day on some feasibility work for connections for Anfield and the whole north Liverpool corridor along with links to John Lennon Airport. A number of options had been considered which included passenger services onto the Bootle branch line, tram train technology in North Liverpool, similar to that used in Sheffield and another option was bus rapid transit approach which consisted of a very high-quality bus that looked like a tram which would run on street based infrastructure. A lot of feasibility work was underway to develop this further in the years ahead and further announcements would follow.

Councillor Edna Finneran said that she loved the idea of the bus system and felt that it would be of great benefit to Merseyside. The facilities in her area were horrendous and some services had disappeared. Halewood was a growing area with new build housing requiring good transport links to get people out of cars. If there was transport on the outskirts it would allow people to get better jobs and better housing.

The Metro Mayor agreed that it was not just business to business but it was about connecting people with opportunities which was the aim of the system the Combined Authority was trying to create.

Councillor Kai Taylor was really interested in the plans for a 'London style' transport system as there was a lot of disparity on the accessibility of the transport network. Connectivity into Liverpool City Centre was good but inter borough travel remained a problem. He was pleased that the Metro Mayor was looking at ways to tackle air pollution. Some measures could be inconvenient to some but he believed that food shortages, flooding and toxic air was a greater inconvenience in the long run. He asked about a specific bus service as being a student, night-time worker or a woman, a vital service for people working in the night-time economy was the 86A bus route which previously operated hourly through the night. It was also a valuable service for people going into Town and returning home. It helped people such as students who did not have enough money for a taxi. He asked if the Metro Mayor could provide an update on when it was expected that night bus services would come back to pre-covid capacity?

The Metro Mayor stated that as part of the Bus Service Improvement Plan (BSIP), the aspiration was to improve services and infrastructure so it was really important that funding was secured. He agreed with Councillor Taylor's comments on connectivity between Boroughs. Green corridors and priority lanes were things that the City Region Local Authorities had already agreed to and was deliverable. The consultation, the 'Big Bus Debate' identified that people wanted buses to start earlier and to run later and this was being looked at, although the feedback received was that the later the buses ran the less safe women and girls felt on them. Therefore, women's safety and the safety of passengers was part of the 'Big Bus Debate' that was currently taking place and it would depend on how much funding was made available.

Councillor Liam Robinson felt that the current deregulating nature of the bus network did not work as although there were some good links there were a lot that were missing. Bus companies would run routes that were profitable but routes which were not commercially viable but were socially necessary fell to the Combined Authority to subsidise. This meant that we were legally prevented from being able to run anything in competition which resulted in a situation where it was not possible to co-ordinate the network properly. The good news was that early in the New Year a plan would be brought forward on how those devolved powers could be used to re-regulate and co-ordinate the network and that would open up opportunities to integrate. In respect of the 86A night service, the Combined Authority did not have control over that route to do anything about it. Bus operators were struggling with staffing resource issues due to the 'pingdemic' and self-isolation. Also, there were some driver shortages due to HGV vacancies and backlogs with DVLA processing of licences. New drivers could not work until the paperwork had been received and the Government were being lobbied on that issue. Discussion would continue with the bus operators in respect of route 86A and it was hoped that this would go back to a 24 hour route as quickly as possible as it was important both pre-pandemic and into the future. As part of the BSIP submission, the Government had been asked for funding for 15 core routes to go 24 hours across the City Region which would provide services for shift workers and the night-time economy which presently did not exist. He confirmed that routes 79C and 86A were candidate routes for the green routes programme as well so they would be quicker and higher specification, ideally hydrogen vehicles as well.

Councillor John Abbott stated that he wanted to connect the Liverpool City Region to the people he represented as it was still quite remote. The ideas were sound - all big cities across the world had integrated transport systems and all were controlled by the Local Authority. He queried whether powers existed to take this into public ownership at the moment before making promises to people?

The Metro Mayor responded that nobody had those powers. There was an Act of Parliament entitled the Bus Services Act 2017 which was currently being worked through which provided an option to look at franchising as one option. If that could be overcome and a consultation process was put in place, then it would be possible to use those powers for only areas with a Metro Mayor. He reported that Manchester was ahead of the game and they would be likely to go first with the Liverpool City Region following shortly after. It was also proposed to look at bringing together the Manchester and Liverpool City Region cross-border as part of the mix.

Jill Coule, Chief Legal and Monitoring Officer, added that it was a huge process that the organisation was going through to consider and determine what option would be proceeded with and there was some decision-making planned for March 2022 which was actively under review. She felt that there would be a role for Overview and

Scrutiny to play as part of that decision making process and Officers would be able to support Members through that. She also asked if Councillor Robinson would also be prepared to come in and support that process and he agreed to do so.

Councillor Julie McManus asked for reassurance about residents on the Beechwood estate in particular. A lot of people travelled to Arrowe Park Hospital and struggled to get there particularly late at night for example Health Care workers etc.

Councillor Liam Robinson recognised the fact that hospital links were vital to connect people across the City Region and agreed that they needed to be improved. A bid had been included in the BSIP for additional pots of money to look at some of those connections so if Government looked upon that favourably, funding of those connections could be looked at. It also linked into the bus reform proposals and if it was possible to take control of the network then it would enable the design routes that actually worked for communities rather than using historical routes.

Councillor Steve Radford thanked the Metro Mayor for his attendance and Councillors for engaging with this process.

17. UPDATE ON LIVERPOOL CITY REGION COMBINED AUTHORITY CORPORATE PLANNING AND PROPOSED REPORTING PRACTICE

The LCR Overview and Scrutiny Committee considered the report of the Executive Director of Corporate Services which highlighted the progress made since the publication of the Liverpool City Region Combined Authority Corporate Plan in developing the work activities that supported the delivery of that plan. The report also advised that a full, substantive progress report would be prepared for the Overview and Scrutiny Committee for its meeting on 20 January 2022.

Dan McCafferty, Head of Programme Management and Corporate Performance explained that a commitment had been made to keep Members appraised on how the business plan would be delivered as a Combined Authority and the goals which had been set. He explained that at the last meeting of the Committee he had given a presentation on the top-level Corporate Plan which had looked at five key priorities for improving the City Region as follows:-

- Fairer - young person's guarantee, households into work programme, race equality and digital inclusion
- Stronger - Covid recovery and social value framework, innovation projects and business support
- Cleaner - net zero carbon plan, Mersey tidal programme, hydrogen bus. Green jobs
- Connected – smart ticketing, tunnel strategy, transport etc
- Vibrant - cultural compact, public land strategies

Dan McCafferty advised that there was an internally focused package of work ongoing which would ensure that the Combined Authority, as a body of staff, was running as efficiently as it could be and there were a lot of internal initiatives in place to look at how that could be achieved.

Dan McCafferty indicated that following the request by Members at the last session for more user friendly information, a new priorities summary had been included within the report which highlighted what was going well and what was not. He explained

that further information would be provided on what was being delivered with money invested and progress within each of the projects.

Councillor David Burgess-Joyce referred to Priority 3 - Cleaner City. He noted that there was an aspiration to become carbon zero and he asked what that was likely to look like for the residents of Merseyside and what would it feel like.

Dan McCafferty responded that he did not have a summary of the actions that sat underneath the plan to hand but he could let Councillor Burgess-Joyce have them outside of the meeting. Inevitably it linked into the variety of programmes proposed to transform the City Region. The green initiatives would be built into every project and actual outputs would be monitored as it was essential to show the real world impact.

Councillor Pat Moloney noticed that the concentration was around power generation but he felt that a few things had been missed. There was mention of off-shore wind but not on-shore wind and it was arguable that that would be cheaper, more reliable and sustainable. For most residents in the City Region the biggest impact for them, from an economic and climate change point of view, would be improved insulation of their homes and that would become increasingly important over next few months due to the rise in energy prices and that would mean we would not need to generate so much power.

Councillor John Morgan commented that the language in the Corporate Plan tended to be subjective. For example, to provide good quality jobs and achieve an inclusive economy in the world and most digitally connected City Region. He questioned what those statements actually meant and how they would be manifested. He also referred to resources and asked how it would be funded. If the Committee was to scrutinise the Corporate Plan then it needed to be aware of what these items actually meant.

Dan McCafferty would be happy to come back with clear information on what it was that would be delivered with what resources in order to make it tangible. Further information was available on what was meant by good jobs, inclusive economy and resources and he would ensure that the thread ran through the presentation in January 2022. In relation to the points made about onshore winds and solar power, the policy took into account a full energy mix and he could bring forward more detailed information on that package at the January meeting. The Combined Authority had undertaken a £40m programme on insulating housing stock exclusively for retrofit initiatives. This programme was progressing well and this could also be brought forward in more detail to the next meeting.

The Chair, Councillor Steve Radford expressed concerns with retrofitting as it tended to be utilised by Housing Associations and large Corporate Bodies but bypassed a lot of the private owner/occupiers. He suggested that this was something that should be looked at.

Councillor Edna Finneran asked whether each Council had been given an opportunity to input into the plan?

Dan McCafferty was confirmed that the plan had been put together over a six month period within the City Region and there had been a considerable amount of stakeholder engagement between January and June 2021.

RESOLVED - That:

- (i) the update be noted; and

- (ii) it be noted that a full progress report on plan delivery would be brought to the Committee for its meeting on 20 January 2022.

18. RACE EQUALITY PROGRAMME UPDATE

The Overview and Scrutiny Committee considered a report of the Chief Executive which gave an overview of recent progress in relation to the Liverpool City Region Combined Authority (LCRCA) Race Equality Programme. The report outlined how progression towards the establishment of a regional Race Equality Hub would be developed and the steps being taken towards the creation of this new approach to addressing racial inequality. It also provided an update on 'The World Reimagined,' internal human resource work, the establishment of a Business Support Working Group and 'Generations for Change project, that were additional projects and workstreams which formed an integral part of the overall Race Equality Programme.

Lorna Rogers, Assistant Director, Mayoral Delivery gave a presentation and reiterated that this was an opportunity for Members to review progress against targets. She specifically highlighted the following achievements:

- The Business Case had been agreed with an investment of £3.6m secured from the Combined Authority. That would be drawn down in two phases. £1.3m had been allocated for phase 1 and it would be necessary to go back to the Combined Authority in the following year to ask for phase 2 funding. The establishment of the Race Equality Hub would be part of that.
- A Consultancy review of recruitment process would be undertaken as part of the HR Positive Action Work which would include the delivery of five staff focus groups.
- The Nia Black Business Hub had reported that a growing number of beneficiaries had accessed business support services and were advancing funding sustainability plans to continue their work. A draft report for consultation would be produced and an engagement event would be held.
- The Growth Platform had announced new members - Gloria Hyatt and Ben Osu who would be leading the work of that group.
- Winners had been announced for the design competition to transform the International Slavery Museum entrance and Canning Dock area. Some innovative plans and designs had been drawn up to take forward.

Lorna Rogers updated on progress with the Race Equality Hub which should provide a bold, ambitious, and innovative approach to how race inequality should be addressed. It was proposed to bring together a range of services in a co-ordinated way with strategic alignment and sustainability. The focus would be on employment and business and skills development in order to co-design solutions. The Equality Hub would deliver interventions around leadership development, recruitment, business advice, mentoring, and coaching and would impact across all age ranges. It was proposed to set up a 'Development Board' in Phase 1 to look at the best ways to deliver these interventions and lead on the co-design process and approach.

Lorna Rogers advised that 'The World Reimagined' National Project had been launched and the event would run from August - October 2022. It would consist of globe sculptures, designed by artists, schools and community organisations and would be installed across the City Region to provide a trail. It would be an opportunity to tell Liverpool's story in terms of the historical transatlantic slave trade and its

impact. Work was being undertaken in conjunction with 'Culture Liverpool' to facilitate the programme.

In relation to the Learning and Development collaboration, Lorna Rogers informed the Committee that work was being undertaken with Local Authorities on racial literacy across workforces. The idea was to provide an innovative training experience to understand race equality, what the implications were and how to work within roles to help with the process. Procurement work was underway to appoint a supplier to design the programme and training roll-out.

Work was also ongoing in relation to inclusive recruitment in order to help marginalised communities understand the opportunities available to them within the Combined Authority. It was proposed to expand vacancy advertisement and further engage with community groups to advertise opportunities as well as recent engagement had resulted in a small increase in applications received.

Lorna Rogers concluded her presentation and summarised the areas of focus over the next few months.

Councillor Pat Moloney felt he had got a grasp on what the Race Equality Hub targets were and how they would be achieved but he did not really understand what it was. It talked about a socially trading legal entity but he did not know what that was either. Was it a resource centre, drop-in centre, a meeting place, think tank or community interest company?

Lorna Rogers advised that the Development Board would determine that, but it was likely to be a community interest company. The socially trading element would be to help sustainability and generate income, but it definitely needed to be an independent organisation. The Development Board would shape what the actual entity was. The Hub was envisaged to be a physical space where people could collaborate, receive services and develop other solutions.

Councillor Edna Finneran advised the Committee that a Race Equality policy would be considered for adoption by Knowsley Council at its Full Council meeting in December 2021 and every staff member would receive Race Equality training. She asked if that was happening across the City Region?

Lorna Rogers explained that the training was being undertaken collectively on the programme. All Local Authorities had signed up to benefit from that training, but different Local Authorities were approaching it in different ways. Three areas had been taken forward and a 'Declaration of Intent' had been completed which all would benefit from.

Councillor David Burgess-Joyce referred to the table of figures at paragraph 10.1 of the report that amounted to £3.362m. He felt that this was a similar experience to that on the Police Committee, where a lot of public money had been spent which was not able to be tangibly measured. Some items were actually jobs which would not be payable for just one year. He referred to paragraph 12.2 of the report and asked how the race equality programme would develop a monitoring and evaluation system to track progress against the programme objectives. He questioned how it was possible to put in a bid for something if it was not known how to monitor what it was in the first place. He was also concerned about the 625 businesses mentioned and what was the sustainability of this investment with no tangibility.

Lorna Rogers stated that reporting on progress was over a five-year period. The funding detailed in table 10.1 was some of the activities going towards delivery on those targets but some would be allocated on activity to establish a new entity with forecast funding for two years. The sustainability plan would be developed as part of that business plan and this would be overseen by the Development Board. Therefore, targets had been set in advance of developing the business plan.

Councillor David Burgess-Joyce felt that there was a need to keep a very close eye on this programme.

RESOLVED - That:

- (i) the progress made on the Liverpool City Region Race Equality programme be noted and endorsed and the report be accepted;
- (ii) progress be reviewed against targets biannually and scrutiny, advice, and challenge be offered to the project delivery team; and
- (iii) the Committee continue to act as champions for the Race Equality Programme and be an advocate for change within their respective organisations and influence other partners and stakeholders to do the same.

19. DEVELOPING THE LIVERPOOL CITY REGION COMBINED AUTHORITY EQUALITY STRATEGY

The Overview and Scrutiny Committee considered a report of the Executive Director for Corporate Development and Delivery which set out the process being followed to develop the Liverpool City Region Combined Authority's (LCRCA) Equality Strategy and provided initial feedback from the public engagement that had already been undertaken to inform the objectives.

Olly Martins, Fairness and Social Inclusion Policy Lead advised that the report was being submitted at this early stage of the process in order to afford Members of the Overview and Scrutiny Committee the opportunity to contribute to the development of the Combined Authority's Equality Objectives.

Olly Martins explained that the Authority had looked at Race Equality and a similar exercise was undertaken for the overall equality objectives. It was felt to be important to engage the Overview & Scrutiny Committee at an early stage. The advantages of engagement with the Committee was it brought together Members of each constituent part of the City Region who were connected with their communities across the City Region but also had a knowledge of the Combined Authority's role which was important to help shape the equality objectives.

Olly Martins showed a diagram of the Corporate Plan priorities demonstrating that equality was at the core of the Organisation. It was a commitment from the Metro Mayor and the Chief Executive to develop an overall equality scheme as well as being included within the Corporate Plan. The Combined Authority was committed to equality as well as having regard to its legal duty to comply under the Equality Act 2010.

Olly Martins referred to the draft vision and objectives which set the overall framework for the equality scheme and sought feedback from Members of the

Committee. The structure mirrored the structure included within the 'Declaration of Intent' on Race Equality. It would look at Combined Authority's role as an employer, commissioner and as a civic leader. It would then describe the ambitions, actions and achievements under each of the headings. At this stage the focus was on ambitions. Once those had been taken to the January 2022 Combined Authority meeting, more detailed actions and achievements would then be developed.

Olly Martins explained that once the strategic objectives had been developed some public engagement and feedback would be undertaken. Direct engagement had also been commissioned in relation to disability, using focus groups. This was quite an ambitious timetable to publish the strategic objectives by January 2022 and therefore feedback was welcomed. A further report would be brought back to the Overview and Scrutiny Committee after it had been considered at the January Combined Authority meeting.

Trudy Bedford, Statutory Scrutiny Officer asked if there would be any benefit in undertaking a rapid review of Members ahead of the Strategy going to the Combined Authority in January 2022 with wider Overview and Scrutiny involvement over the next 12 months. Olly Martins stated that this was the opportunity for Members to feed into the strategic objective stage but following that he would welcome maximum Member engagement in the more detailed work on how the strategy was developed.

Councillor John Abbott referred to paragraph 3.5 and stated that it was a pleasure to see that socio-economic status would be included. He asked if the focus would be on the exclusion of working class people from things like commerce and politics? In paragraph 3.1.1 of the report, socio-economic status it highlighted positive action and encouraged diverse applicants for jobs. Again the excluded groups were from poor working-class backgrounds and he asked what was the positive action being taken?

Councillor Pat Moloney commented that section 3.9 included a doughnut chart which was perfect as each segment was labelled and was clear to see. However, on the next page the chart was not so clear if reading from a black and white print out and he therefore asked if the layout in the chart in 3.9 could be used throughout. Olly Martins agreed to take the comment on board.

Olly Martins responded to Councillor Abbott's question and indicated that a Social Mobility Commission had set out recommendations and there was a methodology around the interventions that could be made to support social mobility. One of the most important initial steps was to begin to capture data on people so we that could be looked that. The Social Mobility Commission advocated it and that data was not often captured as it was not a requirement of the Equality Act 2010.

RESOLVED - That:

- (i) the Committee provide comments and feedback on the process, the draft vision, and initial engagement feedback detailed in the report; and
- (ii) it be noted that a further report would be submitted to the Overview and Scrutiny Committee in due course in relation to the more detailed action plan.

20. UPDATE ON THE AIR QUALITY ACTION PLAN AND ITS INTEGRATION INTO THE CLIMATE ACTION PLAN

The Overview and Scrutiny Committee considered a report of the Executive Director for Policy, Strategy and Government Relations which provided an update on progress since the publication of the Air Quality Task Force's Air Quality Action Plan report in December 2020.

Councillor Liam Robinson, Portfolio Holder for Transport and Air Quality presented an overview of the work of the Air Quality Task and Finish Group in response to the issue of the air quality crisis that the City Region faced cross-boundaries. Whilst the air quality crisis was different to the climate emergency it was inextricably linked.

Councillor Robinson explained in detail, the work undertaken by the Task and Finish Group as part of the review including:-

- context, processes and examples of actions undertaken;
- Air quality, management across the City Region and specific Local Authority Plans;
- Air quality monitoring and the location of the monitoring stations;
- Factors that caused poor air quality;

Councillor Robinson stated that the Air Quality Task Force had published a report in December 2020 with recommendations to be addressed at a Combined Authority, Local Authority and partner level. There were also areas for national Government and Government agencies which needed to be addressed.

Councillor Robinson stressed that air quality should not be seen as a stand-alone issue. It needed to be integrated into all of the work of the Combined Authority. The recommendations of the Air Quality action plan had been included in the Combined Authority's Climate Partnership Plan and work was currently under way to look through each of the different thematic areas and how the issues could be addressed. It was noted that work of the Task Group had been reviewed in light of Covid as people had stopped travelling which had had a positive impact on air quality in the region.

Councillor Liam Robinson presented a number of dashboards and charts which indicated that the majority of the actions included in the Climate Action Plan had commenced. A few had been completed and whilst a number had been delayed, overall good progress had been made.

He highlighted some examples of work which was being undertaken. The Combined Authority was working closely with each of the six Local Authorities and had mapped out expertise sat across the six areas and how it could be utilised across the City Region. The Combined Authority was keeping in contact with Liverpool City Council and the work they were doing on their 'Clean Air Plan' and similarly, the work that Sefton Council were doing on the potential for air quality zones.

Councillor Robinson referred to important work being undertaken with the University of Liverpool and Alder Hey Hospital examining the correlation between air quality and respiratory problems in young children. He advised that when particulate matter hung in the air, it was often at pram height so it was important to carry out that detailed research.

Councillor Robinson also stressed that active travel was key in improving air quality. As well as the infrastructure needed to give people information on how to get around the region and information as to how much money and carbon and other emissions they could reduce, work was also being undertaken with Liverpool John Moores University on a smart journey mobile app.

Work was ongoing in relation to community engagement and public information campaigns such as best vehicle for short journeys, i.e. feet or bike with marketing on petrol pumps to show that there were better alternatives to car use.

In relation to the E-scooter pilot in the Liverpool City Council area, there had been some issues, but overall, it had been the most successful pilot in the Country in terms of usage and had regularly featured in the top three across the whole of Europe. It was known from the work with Liverpool City Council that 42% of journeys had replaced short car journeys. It was a different method of getting around but it had reduced car use.

Councillor Robinson concluded and stated that, in terms of next steps, the Climate Strategy was scheduled to be considered by the Combined Authority shortly. He was also conscious of the upcoming Environment Bill and how it might be necessary to reflect that within the climate plans for the City Region. He stressed that this was a vital issue and he hoped that this was the right forum to scrutinise this in detail going forward.

Councillor Trisha Long referred to the monitoring of air quality and asked if this was equitably monitored in all Local Authorities so that all the relevant decisions to make improvements to be air quality would be fair across the City Region?

Councillor Liam Robinson stated that it was the intention and each Local Authority had been doing great work but slightly different to each other. To get a truly accurate picture it was necessary to have accurate facts. When real time information was publicly available then some of that would be shocking but it was important that the public were fully aware to enable them to make informed choices.

Huw Jenkins, Lead Officer for Transport Policy explained that improving data was a fundamental recommendation of the report in order to understand the scale of the problem. A lot of those sensors covered large areas and it wasn't possible to obtain granular data on school streets, for example which was why there was now a commitment to roll-out 37 high-tech smart air quality monitors through Combined Authority funding in order to measure air quality in real time. It would provide stark information and allow decision makers to take action in response and provide accurate information.

RESOLVED - That:

- (i) the contents of the report be noted;
- (ii) the need for collective action on air quality by all partners and communities across the Liverpool City Region, be recognised and supported;
- (iii) the considerable progress that had been made in a number of key areas of the Action Plan and its incorporation into the Climate Action Plan, along with robust monitoring activities, be recognised; and

- (iv) the Combined Authority's proposals to develop a Year 2-5 Climate Action Plan that fitted within the 2040 Pathway to net zero carbon, be supported.

21. WORK PROGRAMME 2021/22

The Overview and Scrutiny Committee considered a verbal update from Trudy Bedford, Statutory Scrutiny Officer in relation to the development of the work programme for 2021/22 and the outcome of the recent consultation with Committee members in relation to meeting arrangements.

The Chair, Councillor Steve Radford thanked everyone for taking part in the consultation and was pleased that the meeting was quorate.

Trudy Bedford confirmed that a questionnaire had been sent out to seek views on days, times and venues for meetings. Essentially it had been found that the afternoon was best with 45% stating they would prefer an afternoon session. However, a small number of Members stated a preference for evening meetings, so it was proposed that the January meeting should be held at 6pm on a trial basis, if Members were agreeable? Members were also asked about holding site visits which had been a suggestion by the Chair of the Committee. Again, Members seemed to be supportive of that but it was recognised that Members preferred afternoon meetings so it was proposed that the afternoon would be best for site visits and for these to be held in relation to work of the task and finish groups, if required. With regard to venue, the feedback was that meetings should remain at Mann Island as it was good for transport links around the City Region.

Trudy Bedford asked the Committee if the pilot for the January meeting at 6.00pm could be agreed and that the time could be reviewed again following that meeting. It was proposed that all Committee meetings be held at Mann Island and site visits could be included in the work programme to take place in the afternoon.

RESOLVED - That:

- (i) the Work Programme for 2021/22 be noted;
- (ii) the January meeting of the Committee be held at 6.00pm and timings for future meetings be reviewed following that meeting; and
- (iii) site visits be incorporated in the work programme as part of task and finish groups, if required and that they be held in the afternoon.

22. ANY OTHER BUSINESS WHICH THE CHAIRPERSON DEEMS TO BE OF AN URGENT NATURE

There were no items of urgent business to be considered.

Minutes 12 to 22 received as a correct record on the 20 day of January 2022.

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Chair of the Overview and Scrutiny Committee

(The meeting closed at 3.57 pm)

