



**Business Overview and Scrutiny Committee
Wednesday, 28 November 2018**

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| REPORT TITLE | UPDATE ON LIVERPOOL CITY REGION DEVELOPMENTS |
| REPORT OF | ROSE BOYLAN, POLICY & STRATEGY MANAGER |

REPORT SUMMARY

This report sets out a brief overview of latest developments at the Liverpool City Region (LCR), including activity underway to implement the City Region devolution deal.

This matter affects all Wards within the Borough.

This is not a key decision.

RECOMMENDATION/S

Committee is requested to note and comment on latest developments.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

Committee have requested regular updates and consideration of City Region developments.

2.0 OTHER OPTIONS CONSIDERED

2.1 N/a

3.0 LATEST DEVELOPMENTS

A wide range of activity continues, of which the following is just a small extract.

3.1 Strategic Investment Fund (SIF)

The Combined Authority recently re-launched the Strategic Investment Fund (SIF) - £0.5 billion fund to help transform the city region's economy, create high-quality jobs and boost living standards for local people. Underpinning the regeneration fund is a commitment to Social Value, with applicants having to demonstrate positive social impact such as local jobs that pay the living wage; recognise trades unions; create apprenticeships; and use local supply chains and labour.

Around £100 million will be available in the first year of the fund, rising to £500 million over four years, to support projects transport infrastructure, economic development, business growth, skills, culture and housing.

The new SIF recognises the need to improve the city region's capacity to develop high-impact investment-ready projects and will provide pre-development funding to help expand and improve the pipeline of projects that it can fund, by providing support to prospective applicants to help analyse markets, identify opportunities and develop projects.

The SIF also recognises the importance of culture to the Liverpool City Region, with a short-form approval process for projects of less than £1m, designed to enable the Combined Authority to offer better support for smaller cultural projects.

Wirral colleagues continue to develop a number of priority projects to ensure we are well prepared to maximise funding opportunities.

3.2 LCR Housing First

The Combined Authority was recently awarded £7.7 million Housing First funding award from the Ministry of Housing, Communities and Local Government.

The specific details on how the funding can be used, what it will fund, and detailed delivery plans will be brought back to a future Combined Authority meeting.

However the report does recommend that Housing First support services should be commissioned jointly across the Liverpool City Region and must include:

- Skilled, well trained and supported staff;

- A responsive on call 24/7 support service;
- access to appropriate 2nd tier mental health services

The commissioning priorities should be developed in partnership with people with lived experience of homelessness, Local Authorities, Landlords, Homelessness support services and other statutory partners.

A future report to the Combined Authority will be brought back to set out the principles and priorities for deploying the funds for Housing First schemes and how this agenda will be linked with the wider housing and homelessness strategic priorities of the Combined Authority and constituent Local Authorities.

3.3 Tackling poor air quality across the Liverpool City Region

City Region partners are setting up an advisory LCR Air Quality Task Force, in order to raise awareness and make recommendations to tackle poor air quality.

This builds on one of the Metro Mayor's key pledges for LCR to be Carbon Neutral by 2040 and to be the greenest UK City Region. It also follows earlier evidence and recommendations by the Combined Authority's Overview and Scrutiny Panel.

The work of the Scrutiny Panel stemmed from growing realisation of the need to take urgent action to address the challenges presented by poor air quality from nitrogen dioxide (the main pollutant) at a pan-city region level.

Although the Combined Authority is not specifically covered by local air quality management legislation, the evidence developed by the Overview and Scrutiny panel culminated in a recognition that it can, and must act in response. The main cause of excess nitrogen dioxide stems from transport emissions, which transcend local authority boundaries. As the Combined Authority has statutory responsibilities over transport policy and funding, it was recognised that its policies and priorities have a direct bearing on transport, and in turn, on transport emissions and local air quality management.

In addition, the wider CA responsibilities of economic development, employment and skills, land use planning, housing, fairness, the low carbon economy and digital agenda all have linkages to air quality emissions. The development of tidal power is a specific example of a priority that could offer very significant air quality benefits.

The CA Task Force will support the six constituent local authorities in their statutory duties to monitor and address air quality and work with central government to tackle the problems caused by vehicles and engines that create the most pollution. CA Members will nominate political representatives from their constituent local authorities onto the group.

A preliminary LCR air quality feasibility study is currently being finalised, and an action plan will be developed in response, both to be considered by a future meeting of the CA Overview & Scrutiny Committee and Combined Authority.

3.4 High Speed 2 and Northern Powerhouse rail update

LCR partners continue to work with Transport for the North (TfN) on a range of activity to improve transport connectivity with the City Region and across the North. This includes making the case for Northern Powerhouse Rail and an enhanced High Speed 2 link to Liverpool.

The City Region is heavily engaged with TfN in all aspects of its work, in order to ensure that the LCR's priorities and growth sectors are represented.

Key workstreams include:

a) Northern Powerhouse Rail

- To develop a new pan-North rail (PNR) network, important for the LCR;
- TfN suggests that, for Liverpool the NPR network could mean *'More than 100,000 extra businesses will be within an hour's reach of Liverpool and nearly 2m more people within 90 minutes of the city centre'*
- A Strategic Outline Business Case (SOBC) for NPR is expected in December 2018.

b) High Speed 2 (HS2)

From 2014 to 2018 the LCR commissioned a series of economic studies detailing the potential economic impacts of a direct HS2 link into the city. This has changed from assessing just the impacts of HS2 in 2014 to considering the full impacts resulting from both HS2 and NPR.

The most recent work for the LCR – produced in September 2018 by Steers – is the most robust in the series of reports to date. This has produced a range of estimated economic benefits for the City Region, including:

- £15bn GVA uplift – including benefits from journey time savings and property developments;
- An extra 24,000 jobs;
- 3.6m more visitors per annum

A number of strands of TfN's work will be providing updated publications over the coming months, including an Outline Business Case for Northern Powerhouse Rail in December 2018 and publication of the TfN Strategic Transport Plan in January 2019.

3.5 Conclusion

Further updates on all of the above will be brought back to this Committee as further detail emerges in the coming months. As previously stated, the above is just a short snapshot of LCR activity, and further detail on all of the most recent developments can be found here <http://liverpoolcityregion-ca.gov.uk/>

4.0 FINANCIAL IMPLICATIONS

The Devolution arrangements propose the devolution of financial resources to LCR.

5.0 LEGAL IMPLICATIONS

N/a

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

At this time, no additional cost is expected to be incurred by LCR local authorities as a result of arrangements to deliver the devolution deal.

7.0 ENGAGEMENT/CONSULTATION

Wirral, along with City Region partners, continues to brief members and officers; circulate information and raise awareness of LCR developments through a wide range of approaches and communications.

8.0 EQUALITY IMPLICATIONS

There are no direct equality implications associated with this report as it deals with the issue of devolution at a strategic level. Equality analysis will be carried out as part of the detailed implementation as appropriate.

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SUBJECT HISTORY (last 3 years)

| Council Meeting | Date |
|------------------------------------------|-----------------------------|
| Council | 19 November 2015 |
| P&P Regeneration & Environment Committee | 18 January 2016 |
| P&P Regeneration & Environment Committee | 2 March 2016 |
| Council | 13 September 2016 |
| Cabinet | 14 November 2016 |
| Council | 8 December 2016 |
| Business Overview & Scrutiny Committee | 6 December 2016 |
| Business Overview & Scrutiny Committee | 24 January 2017 |
| Business Overview & Scrutiny Committee | 29 March 2017 |
| Business Overview & Scrutiny Committee | 4 July 2017 |
| Business Overview & Scrutiny Committee | 19 September 2017 |
| Business Overview & Scrutiny Committee | 29 November 2017 |
| Business Overview & Scrutiny Committee | 23 January 2018 |
| Business Overview & Scrutiny Committee | 27 th March 2018 |
| Business Overview & Scrutiny Committee | 4 th July 2018 |
| Business Overview & Scrutiny Committee | September 2018 |