

APPENDIX 1

SUMMARY OF THE LCR ASKS

1. ECONOMY

SUMMARY OF ASKS

ASK 1: Implementing a Liverpool City Region Visitor Economy Strategy

A Liverpool City Region Strategy for the Visitor Economy will be published by September 2009. Government departments and their agencies will establish, with LCR, a time limited task-and-finish group between July and December 2009 to develop and agree an action plan to implement the Strategy which will include, where appropriate, supportive additional policy flexibilities to be implemented by Government to maintain. The aim of the action plan would be to maintain our status as the second cultural capital of England.

ASK 2: Establish effective dialogue mechanisms with Government

Government and LCR will convene a time limited task-and-finish group to develop Liverpool SuperPort. This group will review the evidence base and prepare an action plan by the end of 2009. The Action Plan will be presented to Leaders and Ministers, and will cover policy support, access and connectivity, land assembly, sustainability, marketing and global positioning.

ASK 3: Developing a Low Carbon Economy

LCR together with Government and its agencies will jointly review the emerging Low Carbon evidence base. Subsequently, by March 2010 we will develop and agree a strategy and initial action plan to implement a low carbon economy in the City-Region which secures significant job creation and environmental benefits.

ASK 4: Potential major projects

Government and LCR will explore by March 2010 the viability of a Mersey Tidal Energy project, a Northern BRE centre and a LCR trial site for next-generation distribution networks [such as the Smart Grid concept].

ASK 5: Partnership on the Knowledge Economy Group

Government departments and their agencies agree to work with LCR to develop and agree a Knowledge Economy Plan by July 2010 which will include, where appropriate, supportive additional policy flexibilities to be implemented by Government in the areas of funding, upgrading digital networks, marketing, graduate and internship support, business support and realising the potential of key sites.

2. HOUSING

Ask 1 – Supporting Growth and Renewal

- Government departments and their agencies will establish a Joint Investment Board with Liverpool City Region partners, based on the HCA ‘single conversation’, to develop by the end of 2009 a single joint investment plan to more effectively co-ordinate and align all key infrastructure funding streams and associated policy, particularly covering housing, regeneration and transport.
- Government and the Liverpool City Region partnership will establish a time limited task-and-finish group (to include an RSL and developer) to review evidence about the Liverpool City Region housing market and the totality of products and policy levers available to partners to develop the market and subsequently prepare recommendations for Leaders and Ministers by the end of 2009 on any further actions, products or policy flexibilities that might add value.

Ask 2 – Affordable Warmth.

- We welcome that Government has adopted the regulation allowing European Structural Funds to be used for housing energy efficiency projects and we wish to work with Government and the NWDA to align these funds with the City Region’s allocation for affordable warmth programmes in order to support the development of training programmes for the unemployed to implement the programme.

Ask 3 – An effective private rented sector

- We welcome Government’s intention to consult on aspects of the Rugg Review including a national register of private landlords and additional criteria for selective licensing regimes. We would welcome the opportunity to pilot extended selective licensing in order to drive up the quality of housing in the private sector.

TRANSPORT

3.1 Proposal One - Improving access to employment and opportunities

Synopsis - Access to employment and education opportunities are essential for the City Region. All evidence supports the view that this is not simply a transport issue and that land use/location choice are critical, as are the policies and funding of key agencies such as DWP through Job Centre Plus.

Summary - Government Departments and its agencies agree to work with the LCR

Transport Partnership to facilitate a package of measures to secure a long term planning and funding framework that provides clear equality of opportunity to those without access to private transport.

ASK 1 Government to re-affirm their commitment to accessibility planning and ensure priorities are set out in clear lines of responsibilities for all stakeholders.

ASK 2 Government Departments and its agencies agree to work with the LCR Transport Partnership to facilitate a package of measures to secure a long term planning and funding framework that provides clear equality of opportunity to those without access to private transport.

ASK 3 To underpin this approach, Government and local partners to map funding streams and timelines and to agree how synergy between different funding streams can be achieved to enable a single accessibility strategy to be offered and delivered

ASK 4 In order to establish long term funding for this approach, the LCR and Government to examine the cross sector benefits of transport interventions to create a clear understanding of costs and benefits across the different delivery and funding agents.

ASK 5 Examine clearer guidelines on locational choice at both home and destination.

3.2 Proposal Two - Improving the capacity and connectivity of the LCR network.

Synopsis – The geographic location of the LCR means that connectivity to the regional and national networks is critical. Its importance as a major port and centre of an extensive logistics sector reinforces this importance. The LCR have agreed to build on this strength in developing ‘Superport’ as one of its transformational programmes. This is seen as a potential key area in the future economic recovery of the LCR post recession. DaSTS has confirmed this by its recent upgrading of port access to national/international status. Linking between Proposal 1 and Proposal 3 is critical and there are concerns about capacity constraints on the local rail network.

Summary - Government Departments and its agencies agree to work with the LCR Transport Partnership to examine and develop improved national, regional and local connectivity, addressing network capacity issues.

ASK 6 Extend local rail franchising to cover the Liverpool City Region area.

ASK 7 Implement Full Local Decision Making in Control Period 5 (2014-2019)

The City Region recognises that Network Rail would have to agree to Full Local Decision Making (FLDM), but our specific ask of Government is for the DfT to take a

more active stance in pressing Network Rail to work with the City Region to develop workable proposals to allow FLDM to be introduced in Control Period 5.

ASK 8 Full policy and financial commitment to, and delivery of, the Liverpool City Centre Stations (Central and James Street) Solutions in Control Period 5 (2014-2019).

ASK 9 Optimising the management of the strategic national and local highway network through a package of measures including, enhanced infrastructure and integration of national and LCR highway network Variable Message Signing.

ASK 10 Support the newly designated national port access route by financially supporting the development and delivery of a study to consider strategic, all mode, access to the Port of Liverpool, as a crucial component in achieving improved gateway access to the internationally designated Port of Liverpool, whilst minimising the environmental impact on the local community.

(This forms part of the transformational Superport project).

3.3 Proposal Three - Low Carbon Transport Demonstration City - Reducing emissions and addressing climate change

Synopsis – Supporting national economic competitiveness and growth whilst reducing transport's carbon dioxide emissions and tackling climate change is identified in DaSTS as the single greatest challenge facing transport. The LCR Transport Partnership is committed to meeting these twin goals and the requirements of the Climate Change Act, and supporting the LCR transformational programme around a low carbon economy. The preferred outcome, as detailed in DaSTS, the Climate Change Act and the LCR low carbon economy vision is clear, but developing the options and most cost-effective solutions is the next stage.

Summary - DfT and its agencies agree to work with and fund the LCR Transport Partnership to examine and develop the options that will deliver the DaSTS challenges of supporting economic growth and tackling climate change.

ASK 11 Developing the role of Smarter Choices

ASK 12 Support the City Region develop new technologies, products and services to support a low carbon transport city

ASK 13 To work with the LCR to examine how transport's air quality and green house gas emissions can be better addressed and managed.

ASK 14 Work with the LCR Freight Quality Partnership to promote further the opportunities for best practice in balancing the needs of freight and communities and examine priority areas for consideration. We will also look to how to incentivise behaviour change and carbon reduction in the freight sector. This is clearly linked as well to Ask 9 and Access to the Port study.