

Regional Devolution and Combined Authorities

Consistency, Transparency and Connectivity in The Liverpool City Region

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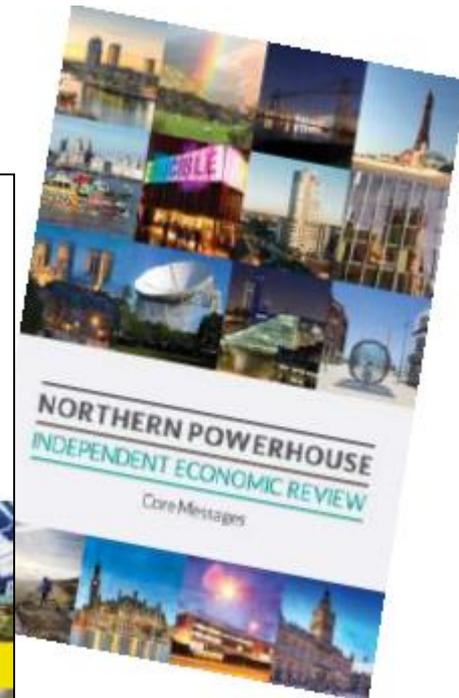
Devolution and Combined Authorities

- **Devolution** – when local areas take on new powers, budgets and responsibilities from Government
- **Combined Authority** – legal body set up using national legislation that enables a group of 2 or more councils to collaborate and take collective decisions across council boundaries. They are created in areas where they are considered likely to improve transport, economic development and regeneration.

Regional Devolution

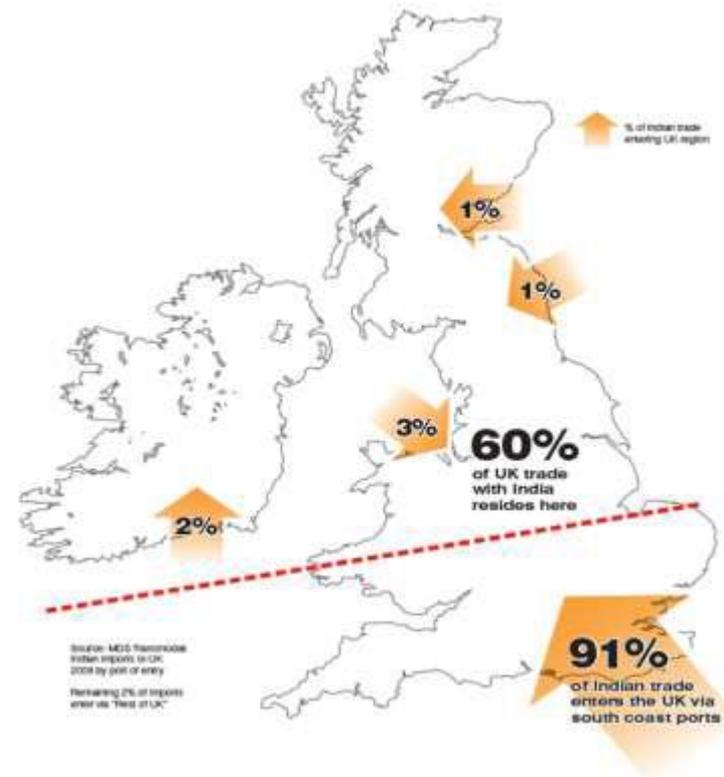
“This government has great ambitions for the North of England. For too long, productivity in the North has lagged behind other areas of the country....[George Osborne] set out a vision for a Northern Powerhouse, defined by a vibrant and growing economy, a flourishing private sector and a highly skilled population...”

Philip Hammond, Chancellor of the Exchequer, 2016



Opportunities for the North

- By 2050, a transformed North could see increase in productivity
 - GVA uplift of almost £100m
 - up to 850,000 new jobs
- Enhanced transport connectivity critical to support this, both between and within cities
- Devolution a core Component
- Rebalancing the economy - e.g
 - Over 90% of Indian imports enter via S and SE - 60% used N of Midlands



Devolution in the LCR

1986 - 2014

- 6 local planning authorities & local highway authorities
- Passenger Transport Authority & – Passenger Transport Executive

Since 2015

- Directly elected LCR Mayor - Steve Rotheram
- Authority chaired by Metro Mayor, with six leaders/Mayor, plus co-opted members
- New powers and freedoms
- Strategic-level body
- CA responsible for transport planning and related funding
- Responsibility for devolved multi-year single budget
- Powers for CA to manage Key Route Network of local roads
- Bus franchising enabling powers
- Potential devolution of Rail Stations



What will it achieve?

- Increased investment leading to improved infrastructure and public realm, economic growth (GVA), more jobs and homes and improved skills
- Long held ambitions to align land use planning and transport
- Place-making - liveable, healthy, accessible communities
- Spatial rebalancing (green belts, controls on development)
- Reduce need to travel, especially by car or encourage modal shift



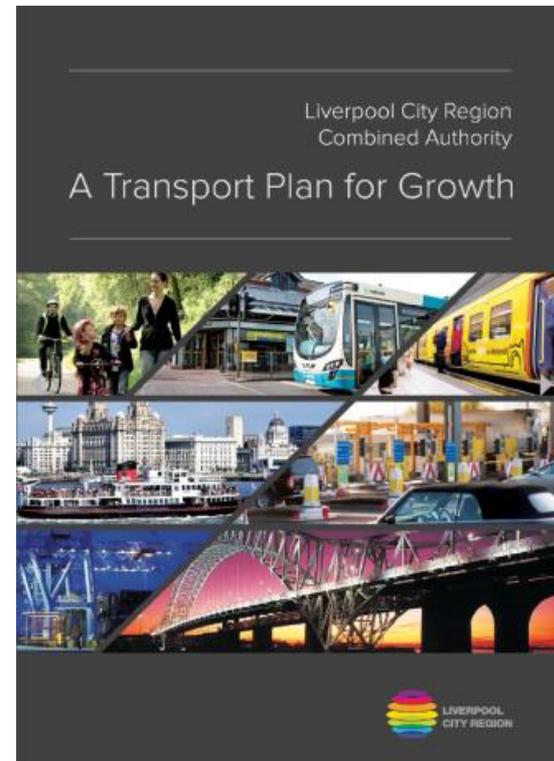
Transforming Cities Fund
Call for Proposals

Moving Britain Ahead



What devolution means for transport and planning

- Strategic decision-making brought into one city region wide body led by Metro Mayor
- Alignment of decisions around transport modes linked to spatial priorities
- Funding sources & decision making aligned & access to new funds



LCR Strategic Response

- TfN - STP and long term investment plan
- The LCR Growth Strategy
 - 100,000 additional jobs
 - £22bn additional GVA
 - 20,000 new businesses
 - 56% increase in productivity
- LCR Investment Strategy
- Transport Plan For Growth
- Mayoral Pledges and Mayoral Transport Plan



LCR Challenges

- Devolved funding
 - SIF driven by a National Assurance Framework – controlled devolution?
 - capital heavy, not revenue
 - Potential for delays due to scale of task
 - further local freedoms and flexibilities needed
- Local pressures
 - Need to deliver
 - Agreement on funding split, priorities, processes and procedures
- Still relatively early days
- Smaller localised priorities may struggle to secure funding

Highway Challenges

- Time deadlines (e.g. LGF1 end March 2021)
- Congested programme
- Ever decreasing skills & resources vs ever increasing demands
- Example of 'current' congested programme does not reflect any future or local schemes or utilities' work
- Schemes start to compete against each other!
- Utility costs often unknown during design and development
- Need to accommodate utilities during scheme implementation



Some Practical Examples...

- **The Key Route Network**
- 15 significant highway schemes 2018/19 – 2020/21
- Coordination across LCR authorities vital to maintain network efficiency – in addition to other on-going projects, events and incidents
- KRN Group meets regularly with a KRN Board to steer current programme of activity
- Contractor availability across the LCR – “all fishing in the same pool”

Liverpool City Region Key Route Network



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COMBINED AUTHORITY



Merseytravel

Example (2)

- **Liverpool City Centre Connectivity**
- Programme of relative small schemes to improve connectivity and accessibility
- Spread across the city
- Include highway, bus, cycling and walking and public realm improvements
- Could be detrimental to city centre if not considered appropriately/ sensitively
- Same timescales as current congested programme
- Other factors to take into account e.g. Lime Street Improvements, bus movements, large cultural events etc.
- Need to accommodate utilities



Working Together

- Challenging period ahead for us all
- Coordination/communication is vital – let's talk
- Fight our corner for more resources, especially revenue
- Let's improve our staff and encourage people into the industry
- CAs/HAs - review current contracts, procurement methods and specifications (benchmarking) – are they VfM/cost effective?
- Explore whether delivery can be more efficient - potential for common standards, joint contracts, etc.
- More innovative (materials, processes) and better use of technology
- Remember what our customers expect – that's how we will be judged!