54. Declarations of Interest

To provide an opportunity for Members and Officers present to declare a pecuniary or significant prejudicial interest in any matter on the Agenda.

None were declared.

55. Minutes of the Last Meeting

The Committee considered the minutes of the last meeting held on 7 November 2017.

Agreed that the minutes of the last meeting held on 7 November 2017, are approved as a true record.
56. Cabinet Member for Highways and City Services Update

An opportunity was provided for Councillor Steve Munby, Cabinet Member for Highways and City Services to update the Select Committee.

The Committee received a verbal update together with a written report from Councillor Munby.

Councillor Munby outlined key points of report:

A. Visions for the future

We are at the end of the calendar year and part way through a new three year budget round. We don’t know what our financial settlement is likely to be from 2020 onwards, but it doesn’t look very promising. I want to look at the long term picture within which our day to day work takes place. Since taking over the administration of the City Council under the leadership of Joe Anderson we have faced horrific cuts in funding for the City Council, other public services and the benefits that a high proportion of local people rely on. First under the Conservative and Liberal Democrat coalition and now under a Conservative government propped up by the DUP, we have experienced unprecedented levels of cuts. At the same time wages have remained stagnant or fallen as a consequence of the fundamentally mistaken policy of ‘austerity’. In these circumstances ‘playing it safe’ is not a sensible policy option. We need to face up to the scale of the challenge and find ways to reimagine a future for the city. I have three ‘priorities’ which are an attempt to link my responsibilities to this task.

1. Survival. This is the most ambitious challenge before us – the survival of our city and its people when faced with odds that, at times appear impossible. It is important to remind people that the situation we face is not one of ‘business as usual’. No city or council in the UK has ever faced the scale of cuts experienced by Liverpool in the last seven years. The nearest comparison I can think of is with Latin America in the 80s, known as the ‘lost decade’. There the cuts were imposed by the IMF and the US, here the cuts were imposed by our own government! We have lost over half our funding. In the circumstances it is quite remarkable that the city and basic public services are still functioning: streets are being cleaned, bins are being collected, roads are being repaired, street lights are working. Many of the service areas I am responsible for have less than a third of the staff they had in 2010, for example street scene and the parks team. I am incredibly proud of the way staff have coped with the challenges and grateful for the support we’ve received from the trades unions. You won’t read articles about it in the Financial Times
but by any rational measure we’ve achieved breath-taking increases in productivity per person in this period.

This has required major changes to working patterns and challenging previous assumptions as to how to make savings. Defying convention and in partnership with the trades unions we’ve reversed decades of policy where privatising services was seen as the way to make savings and boost productivity. Instead we’ve ‘in-sourced’ the bins, street cleaning and grounds maintenance to LSSL, our own company, wholly owned by the City Council. Further in-sourcing has followed with markets, Glendale and the highways contract. Changes to working practices from starting times to travel time has helped us increase output and saved millions of pounds. Transferring staff from temporary to permanent contracts has improved their terms and conditions of service and saved money.

Alongside the massive improvements in performance by our staff we’ve had to find ways to replace the income we’ve lost in government grant in order to maintain services. The Highways Report before this committee identifies the large scale investment in our roads (seriously neglected by the previous Liberal Democrat administration) by the Mayor, using the proceeds from the sale of buildings. Equally the Section 106 report before the Committee shows how new collection arrangements, put in place after decades of neglect, have yielded millions of pounds of extra capital which can be invested in our green spaces, play areas, highways, public art and improving our alleyways. I am proud of the fact that we’ve increased the proportion of domestic waste we recycle by 50% since I took over responsibility for the service. We’re the only core city that has increased its recycling rates in recent years, but we still lag too far behind. Previous increases and additional resources for recycling were supported by the move to managed weekly collections. Future changes, for example, food recycling, will need to be self-financing.

Going forward we have a duty to maintain the commitment to innovation, finding new ways to generate the income to maintain and improve services and help our city survive these unique challenges. This requires a fundamental change in the mindset of some councillors, officers and the press and public. When Liverpool enjoyed a fair settlement under the last Labour Government processes focused on agreeing policy and spending government grant. That isn’t good enough today – because we haven’t got any money! Calling for a policy to be agreed without identifying how it can be delivered and funded is simply playing games. At least one motion before this Committee today does just that. In contrast our proposals for taking action on pavement parking rest on a clear delivery plan, staffing and funding, as agreed at Cabinet on Friday.
2. **Living in the city.** Throughout the latter half of the 20\(^{th}\) century Liverpool was in steep decline as people left the city to make a living elsewhere. The loss of jobs, people and finance left large parts of the city from the docklands to Edge Lane and the outer estates in decay. Fair funding under the last Labour Government helped halt the decline, but for the last seven years Liverpool has received anything but fair treatment. In the circumstances trying to play ‘catch-up’ with Manchester and work by the normal rules of regeneration aren’t going to work on their own. We have arrested the outward flow of people and begun to persuade increased numbers of younger people in their 20s and 30s to live and work in the city. But let’s face it, while we have a duty to improve all our basic services and infrastructure, it could be many years before we ‘catch-up’ with the conventional economies of other core cities like Leeds and Manchester and we are unlikely ever to compete for high paid jobs in financial services. Making Liverpool a place to live, work and visit must rely on building on our traditional strengths. Some of these, such as sport and culture, have been well displayed in recent years. Some other less obvious assets relate to my areas of responsibility. One of my favourite slogans was a piece of anarchist graffiti painted on a bridge over the M62 motorway in the 80s. It said ‘Workers of the World, Relax!’ This is a great motto for Liverpool today as a city of leisure. I want to help realise this by building on five essential building blocks of life: water, air, green space, food and movement.

When Liverpool turned its back on the Mersey it was the physical embodiment of decline. Over the last four decades the waterfront has been gradually reclaimed, starting with the Albert Dock and new buildings on the South Docks, now new plans for Liverpool Waters, the Everton Stadium and the Garden Festival site. My role in this is limited: improving road links along the north and south docks, improving cycle routes and green corridors alongside roads and river. But the Mersey isn’t the only river in Liverpool. One of our losses has been the way water ways have been culverted, both removing a potential asset and increasing flood risk in parts of the city. The new River Alt Park in Croxteth is a great example of how our waterways can be reclaimed. The Horizon 2020 plans offer an opportunity to recover Ottersbrook as open water. We need to find ways to de-culvert and improve other water ways around the city and make them a focus for leisure.

Air pollution is a crime against our children and older citizens. Liverpool can’t be happy with current levels, but we have an opportunity given lower volumes of traffic and the amount of green space we have to make the city a clean air beacon:
- Eliminating diesel vehicles from the city: work I regularly report on to this committee.
- Enhancing the city’s green lungs through planting trees and incidental green spaces to act as sponges.

- Reducing the number of vehicle journeys in the city and promoting cycling, walking and public transport.

Who wouldn’t want to bring up their kids in a city with low levels of air pollution? In future air quality could and should become as big or a bigger factor for parents in where you live as the quality of local schools. Liverpool needs to be ahead of the game in securing and promoting this aspect of liveability.

Liverpool is blessed with 115 parks and a network of green spaces, often on the scars left by industrial decline. I’m proud of the network of community gardens and allotments we’ve created on derelict sites since we took over the Council – far more than any other core city. The Green and Open Space Review Board report pointed out further ways to bring the best out of our green lungs. The idea of Green Corridors is being pursued along a variety of routes from Everton Park and the Loop Line to Ropewalks and the Baltic. We face enormous challenges in protecting our parks given our budget pressures and we need to find imaginative ways to fund and re-inhabit them. While I want to restore Green Flag status to more of our parks I don’t think our strategy can or should centre on going ‘back to the future’ and efforts to restore all our Victorian parks to their previous state. We need to find a variety of ways to make them a centre of public life. The work of Tree House in Newsham Park and Fiends of Princes Park in carrying out large scale tree planting, introducing rare trees and different features to the parks is in the spirit, albeit not the style of Paxton. The Mayor’s network of new play areas, going on site in February will help attract children and parents to the parks. Given the high proportion of terraced properties in the city and the number of flats in the city centre, providing green spaces for play and leisure must be a key part of the city’s offer.

Food processing has been a major industry in Liverpool for two hundred years. In the future new, small scale food businesses are the key to unlocking possibilities in different parts of the city and making Liverpool an attractive place to live, work and visit. Lodge Lane and the Baltic Triangle are unrecognisable from the way they looked ten years ago. In both cases, a network of small outlets linked to food, drink and leisure have transformed the environment and gained a reputation well beyond Liverpool. Food can provide a key to transforming and populating many of our green spaces. Community gardens and allotments provide an opportunity to improve diet with fresh food. New pop ups and cafes can give a new focus to parks and green spaces.

When I first came to Liverpool from London I couldn’t believe how easy it was to get around. Even today despite the growth in traffic, it remains relatively free of congestion and traffic jams compared to other core cities. But as a non-driver it’s not one of my ambitions to promote increased car use but to encourage other forms of transport
– foot, bike, boat, bus and train. Part of Liverpool’s unique offer should be easier and different ways to get around – city centre, waterfront, north south and east west.

3. **Making it work.** Work, training and enterprise development are not part of my portfolio. But the vision identified above cannot be realised without finding ways to deliver practical solutions. Here are some of the ways I think it can be achieved – not a comprehensive plan but a start along the road:

- **CNG fuels.** As reported to the Committee previously we are exploring the option of building a CNG station to supply our fleet and sell to others. This would aim to radically reduce the number of diesel vehicles and emissions, reduce fuel costs and generate income in future years.

- **Food in parks.** At our request the Beautiful Ideas Company is working to assist start-up businesses in parks, many of which focus on food.

- **Food waste.** We need to find a way to fund collection of food waste to achieve the next big boost in recycling. The most hopeful route is to use food waste as a source of energy. This connects with another challenge facing the city – food waste from cruise liner terminals. If we can find a way to process domestic food waste, and food waste from cruise liners and city centre businesses we can reduce costs, generate income and help attract visitors.

- **ILMs and Green apprenticeships.** We need to secure major investment so we can roll out ILMs and green apprenticeships on a large scale. This is both to maintain and improve our green spaces, and secure the transfer of skills from older workers to our young people.

At the core of our vision for a sustainable city that people want to live and work in and visit must be a persistent drive to support, promote and sustain a network of civic and social enterprises and small businesses generating ‘green’ solutions to the challenges facing the city.

B. **Highways, Parking and Emissions**

- **Parking.** A report was agreed at Cabinet on Friday endorsing the recruitment of 28 new staff. These will be deployed to tackle misuse and abuse of the Blue Badge scheme and residential visitor permits, as well as pavement parking problems. We are finalising proposals to introduce an Experimental Traffic Regulation Order covering six wards – Riverside, St Michaels and Greenbank; Kensington, Old Swan and West Derby. This will allow us to take enforcement action
against pavement parking where it is deemed to cause a nuisance and/or a risk to public safety. Additional staff will be used to roll out an enforcement programme dealing with areas covered by the Order and where there are double yellow lines.

**Red Routes.** A report was agreed at Cabinet on Friday which gives “authority to Officers to investigate and appraise the business case for Red Routes on the three routes identified in the report”. Only after this will a further Cabinet Report be prepared. The Report will open a consultation period. Buses will be allowed to stop at bus stops and authorised bus stands; Black taxis may pull up to pick up or drop off customers; Vehicles with a blue badge can pick up or drop off a customer. The particular advantage of Red Routes is that they can be enforced by camera technology, which is not the case with double yellow lines, etc. Concern has been expressed about the potential impact of Red Routes on deliveries to businesses. Hours of operation can be varied and my preference would be that if we proceed with the proposal on the routes in question a period no less than an hour is allowed for deliveries, ideally late mornings.

**Highways.** A report has gone to the Select Committee updating members on progress in improving the City’s highways network and cycling issues. I don’t wish to duplicate the report so only a few comments will follow. A report has been agreed by Cabinet transferring Highways Maintenance back from Amey to the Council. For an interim period staff involved in the client function will transfer to the Council and operational staff will transfer to LSSL. An email has recently gone to all councillors asking for feedback on priorities for highway repairs in wards. City Bike was bought in-house on October 2nd and work to reduce costs through vandalism and increase income from use and sponsorship is continuing. As reported in today’s Echo, nearly 10,000 potholes have been repaired thanks to the Mayor making a substantial investment in the work. Extensive work is being carried out on upgrading 319 traffic signals and message signs. This work needs to be completed before progress can be made on traffic signal upgrades

**Number 82 Bus.** Following meetings with Arriva, Stagecoach and Merseytravel to try to restore 82 bus services to the city centre along Berry Street and Renshaw Street, agreement has been reached that the service will resume from January 22nd. The service will run every 15 minutes from Mondays to Saturdays until 6pm.

**Liverpool Leccy.** A motion was agreed at full Council with cross-party support. A publicity campaign is being drawn up for January. Meetings are being organised with Registered Providers to discuss promoting the Leccy and voids.
- **Emissions.** Meetings have taken place with other councils in Liverpool City Region, Mercedes and Faun to discuss re-fitting fleets with CNG. A feasibility study is being commissioned to assess the business case for building a CNG station.

- **C. LSSL, Street Cleaning, Recycling, Waste Management and civic pride**

- **Contracts.** A proportion of Amey’s Highways staff transfer to LSL from 1st February, Officers are busy working on making the transition as smooth as possible and that vehicles, equipment and stock is available on day one.

- **Tree Planting.** LSSL has successfully planted a further 208 trees across the city during November and early December 2017. This takes the total of trees planted this year to over 550.

- **ILM.** Ten ILM trainees started with LSSL in November 2017 and are working hard at learning new core operational skills from tree planting, street cleansing, graffiti removal to supporting the refuse collection service. LSSL are hoping to offer five new apprenticeships at the end of the ILM training programme in July 2018.

- **Street Cleansing.** The additional operating hours of cleansing in the city centre (04:30 to 22:00) is proving successful during the Christmas period. The additional operating hours will continue until the end of January 2018 after which it will move back to the original finishing time of 20:00. The new litter bin replacement programme is underway across wards.

- **Diesel free fleet.** We are progressing with the proposed move to be diesel free in the operation of cleansing, refuse and grounds in the City Centre by October 2018. New vehicles will be introduced that are low on emissions, such as CNG and electric. These are being trialled to ensure that they are available and operational in the city centre before October 2018.

- **Refuse Collection crews.** Following the break from Green waste Collections LSSL has rolled out refresher training to all 220 staff on the new rear wheel steer vehicles and bin lifts.

- **Enforcement.** Reports of enforcement activity carried out by Kingdom and Street Scene staff are attached.

- **Recycling.** A report is attached detailing the work of the new Recycling Team.

- **D. Parks and Green Spaces**

- **Croxteth Hall and Park.** Evaluation of final proposals is scheduled to take place in January with a Cabinet Report in early February.
- **Calderstones Park.** A meeting of the Calderstones Park Task and Finish Group has been held and another is planned for February.

- **Loop Line.** A meeting with Sustrans took place in November and a further meeting is planned in January.

- **Section 106 reports.** A report was agreed at Cabinet on Friday authorising substantial spending plans. A report is tabled for the Committee.

- **Events and charging policy.** A report is being finalised on a new Events and charging policy for parks, which it is hoped will go to Cabinet in January.

- **Princes Park and Mandela 8.** New investment has been agreed and secured for the Mandela 8 memorial on the island in Princes Park lake. This includes £68,000 installing a new bridge to the island as part of the S106 report and £20,000 from UNI Global, a global conglomerate of trade unions.

The Committee commented on information contained in items outlined by the Cabinet Member in his update. During the discussion the following points were raised –

- No. 82. Bus Route – concern over congestion. Cabinet Member response – officers looking at congestion in Hanover Street area.
- Red Routes – Highways hot spots, congestion and air pollution.
- Red Routes – consultation. Cabinet Member response – air pollution and congestion not same thing no direct correlation. Cabinet Member will submit a report on the matter to Committee.
- Alleyways Improvement Programme – concern over duty of care for staff and safe working conditions. Cabinet member looking at the matter.
- Environment Grant programme not launched yet. Cabinet Member response – Environmental Grants Programme is in system.
- Extra Enforcement officers welcome.

Agreed that the information contained in the report and the Cabinet Member responses are noted.

**57. Section 106 Update**

The Committee received a report to update Members on the progress of collecting S106 commuted sums owed to the Council, how much has been allocated or committed and how much is available to be spent.
Andy Barr, Assistant Director Planning and Highways introduced the report and outlined key issues;-

S106 contributions collected;
Committed and Earmarked Expenditure;
Collections;
Overall expenditure;
Impact;
Community Benefit; and
Staff recruitment.

*Officers responded to comments by Members of the Committee in respect of the report. During the discussion the following points were raised:*-

The Committee welcomed the informative report;
Flexibility of expenditure of Section 106 monies; and
Mechanism in place, regular meetings to look at funding and expenditure of Section 106.

Agreed that the information contained in the report is noted.

**58. Highways Improvement Report**

The Committee considered a report to update members on the progress being made on improving the City’s highway network and also in relation to cycling issues.

Andy Barr, Assistant Director Planning and Highways introduced the report and outlined key issues;-

Amey Exit;
City Bike;
Cycling Strategy;
Completed Schemes;
Schemes in Progress and future Schemes;
Potholes and Enhanced Patching; and
Traffic Signal Investment and Equipment Upgrade.

*Officers responded to comments by Members of the Committee in respect of the report. During the discussion the following points were raised:*-

Are City Bikes tracked; officer response – the City Bike service was brought In-house in October 2017 and the City Council’s contact centre has incorporated City Bike into their service which is operating well.
Cycling and 20mph programme. Should be more mention of cycling in report and look at expanding 20mph programme to City roads. Officer response – provision of a good quality cycling network is an on-going action to increase safety and numbers of cyclists.

Cabinet Member commented that officers are looking at initiatives to encourage cycling and City Bike model. The City Council will be launching an alternative sponsorship model for City Bike sponsorship.

Agreed that the information contained in the report is noted.


The Committee considered a report providing an update on progress and spend of the Mayoral Neighbourhood Fund totalling £1,000,000 citywide for 2017/18. This includes identifying some key areas of spend and trends in ward contributions.

Councillor Ann O’Byrne, Deputy Mayor of Liverpool introduced the report and outlined key issues -

- Environmental Improvements;
- Community Impact and Events; and
- Youth and Voluntary Sector.

*Members of the Committee commented on information contained in the report and during the discussion the following points were raised:*-

Report does not show what has been allocated/committed more detailed information would be useful;

Staff capacity, issue raised in respect of information on payments in report; and

Reference to reminder of February deadline to commit all remaining funds does not comply Councillors fund working too Municipal not financial year.

Cabinet Member response – Cabinet Member will take back issues raised and report back to Committee.

Agreed that the information contained in the report is noted.
60. **Scheme of Delegation.**

The Committee considered reports submitted by both Ron Odunaiya - Director Community Services and Nick Kavanagh - Director – Regeneration & Employment, detailing decisions made under the Scheme of Delegation. For the period October to December 2017.

Colleen Martin, Assistant Director Supporting Communities introduced the report.

Agreed that the information contained in the report is noted.

61. **Motion - Safety Audit of Traffic Light Junctions Without Pedestrian Crossings submitted by Councillor Lawrence Brown**

The Committee considered the following Motion submitted by Councillor Lawrence Brown;

Councillor Tom Crone introduced the Motion.

“Committee notes that members of the Council voted unanimously to adopt the principles of the Vision Zero campaign at its meeting in September. One aspect of Vision Zero is to provide improved and safer facilities for walking and other non-vehicular modes of travel e.g. wheelchair users. This commitment is repeated in the recently adopted Street Charter and is a particularly important consideration for vulnerable people.

Committee also notes that the latest data confirms that Liverpool currently has the worst KSI figures for metropolitan boroughs in the country for pedestrian and cyclist road casualties.

Committee believes that providing pedestrian crossing facilities at main, traffic light junctions where none currently exist is a priority for the Council to achieve safer roads for pedestrians and other vulnerable road users. Examples of problematic junctions exist at Upper Parliament Street at its junction with Jamaica Street and Grafton Street; Croxteth Road at its junction with Sefton Park Road; Catharine Street at its junction with Canning Street; and Picton Road at its junction with Wellington Road and Rathbone Road. Committee therefore requests the Cabinet Member for Highways and City Services to arrange for an audit of such road junctions with a view to developing a capital programme supporting the installation of safe crossings”
Amendment by Councillor Joe Hanson and seconded by Councillor Dan Barrington -

"that the Motion is deferred to allow officers to carry out a full and proper investigation of the terms of the motion and for further information to be provided to the Committee on the matter."

A Vote was taken on the Amendment when there appeared –

For the Amendment 7
Against the Amendment 1
Abstentions 0

The Amendment was carried and became the Substantive Motion.

On being put to the vote, the substantive Motion was carried unanimously and it was resolved accordingly.

62. Question Time

An opportunity was provided for the submission of written questions from Members of the Select Committee and the Public, to the Cabinet Member for Neighbourhoods.

Questions were received from Councillors Lawrence Brown, Daniel Barrington, Pam Thomas, Lana Orr, Tony Concepcion, Barbara Murray and John Prince. Questions and responses were circulated at meeting.

Agreed that questions and responses circulated at the meeting are noted.

63. Schedule of Meetings 2017/2018

Agreed that the dates and times of Select Committee Meetings for 2017/18 as confirmed by the Annual City Council, as set out below are noted -

- 6 February 2018; and

All meetings commencing at 5:00 p.m. and All meetings listed above are scheduled to take place in the West Reception Room, First Floor, Liverpool Town Hall, unless otherwise stated. Venues remain subject to change and prior notification.

The Chair, thanked everyone for their attendance and closed the meeting.