

Liverpool City Region Combined Authority - Integrated Settlement Outcomes Framework 2026/27 to 2028/29

- This document sets out the Outcomes Framework for Liverpool City Region Combined Authority's Integrated Settlement for FY26/27 to FY28/29. It includes:
 - a) **Strategic priorities** across the whole integrated settlement, including key local and national priorities which have shaped the development of the outcomes.
 - b) **Outcomes, indicators, and targets**, including the baselines and trajectories that will be used to assess progress.
- The Outcomes Framework reflects pragmatic considerations that have emerged in this phase of Integrated Settlement rollout. The government and MSAs will renegotiate all outcomes and targets at the next Spending Review, to ensure that the framework continues to evolve and fully represent the ambition of the I/S policy document.

Strategic priorities for the Liverpool City Region Integrated Settlement

The strategic priorities of the Integrated Settlement for the Liverpool City Region Combined Authority (LCRCA) are set out and supported in our Policy Framework which is updated annually. This framework is shaped and determined by our Plan for Prosperity; all our other key strategies and policies, including our Local Growth Plan, and our investment activity, is focused on delivering the objectives of this Plan.

The LCRCA plays a central role in the economic development of our region. We are seizing the unique opportunity to use our devolved powers and integrated settlement funding to shape this city region's economy so that it creates wealth and prosperity for all our 1.6 million residents. In doing so, our city region will contribute to sustainable economic growth and greater prosperity for the North of England and the whole of the UK. Our vision is for the Liverpool City Region to be the best place to grow up, grow a family, and grow a business - where no-one is left behind.

The Plan for Prosperity sets out how we will build upon the strengths and opportunities of the city region, including its pioneering approach to addressing key societal issues, to deliver a prosperous and economically, socially, and environmentally sustainable city region. For us, prosperity is wider than traditional measures of economic growth. It is a blend of improving personal health, wealth and opportunity; creating thriving neighbourhoods and places; successful and productive businesses that create good quality employment; and a healthy and protected natural environment - all within the significantly important context of achieving net zero carbon emissions and mitigating the impact of climate change.

The Plan for Prosperity is clear that meaningful opportunity and equality has to be shared by all communities; where we build up the resilience and productivity of the economy and unlock our global potential; and where we pioneer sustainable ways of living and working which will promote the health of our people and the environment. This will have positive implications for our public services by reducing demand and supporting reform.

Our new Local Growth Plan builds on this with clear investment priorities in key growth sectors and the willingness to work with government on our shared priorities designed to boost our economic productivity. But we know that we also have to address the structural inequalities and weaknesses in the city region identified in the Local Growth Plan to improve productivity and economic activity, including poor health outcomes.

The LCRCA Corporate Plan (2024-28) is the key delivery mechanism for the Plan for Prosperity and Local Growth Plan. It seeks to grow the city region's economy by investing in our people, place, transport, and digital infrastructure. It will enable us to continue to build on our region's strengths and address its underlying challenges. The strategic objectives of our Integrated Settlement are informed and supported by our policy framework, including our Local Growth Plan. The Settlement's flexibilities will allow us to deliver these objectives of our policy framework – economic, social and environmental that all contribute to prosperity of the city region.

Outcome 1: Improve business productivity within the LCR to support economic growth

Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
1.1. Number of enterprises supported with improved turnover/workers (FTE) i) Total (target) ii) Priority sectors to be targeted – Advanced Manufacturing; Life Sciences; Creative Industries; Digital and Technology. Enabling sectors – Financial Services; Professional and Business Services.	n/a	i) 917	i) 130	i) 399	LCRCA data
1.2. Number of full time equivalent (FTE) jobs created in local priority sectors	n/a	i) 507	i) 69	i) 225	LCRCA data

i) Total (target) ii) Priority sectors to be targeted – Advanced Manufacturing; Life Sciences; Creative Industries; Digital and Technology. Enabling sectors – Financial Services; Professional and Business Services.					
1.3 Number of supported businesses demonstrating improved practice i) Total (target) ii) Engaged in new markets iii) Adopting new to firm technologies / processes iv) Scaling v) With new to market products / services vi) Accessing better finance and funding	n/a	i) 1,834	i) 265	i) 794	LCRCA data

Outcome 2: Develop the infrastructure to support inclusive, place-based economic regeneration					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
2.1. Additional floorspace unlocked because of MSA interventions	n/a	67,495m2	16,235m2	8,628m2	LCRCA data

Outcome 3: Improve access to and progression within work					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28 (cumulative)	
3.1. Share of out of work participants to achieve first earnings	N/A – new programme	39.2% (3756)	22.4% (603)	33.2% (2039)	HMRC RTE data (PRaP)
3.2. Share of out of work supported employment participants to achieve a lower threshold job outcome	N/A – new programme	28.0% (2684)	11.1% (297)	21.6% (1329)	HMRC RTE data (PRaP)
3.3. Share of out of work supported employment participant starts to achieve a higher threshold job outcome	N/A – new programme	18.8% (1797)	5.2% (141)	13.5% (828)	HMRC RTE data (PRaP)
3.4. Share of in work retention supported employment participants to achieve a higher threshold job outcome	N/A – new programme	67.3% (1138)	44.4% (211)	59.6% (647)	HMRC RTE data (PRaP)
Output indicator		Target March 2029	Trajectory		Data source
			March '27	March '28	
3.a. Supported employment programme starts		11263	3161	7231	PRaP
3.b. Provision of supported employment		Completion of annual fidelity assessment	Completion of annual fidelity assessment	Completion of annual fidelity assessment	External Fidelity Assessment

Outcome 4: Enhance performance across the skills spectrum					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
4.1. Number of L1 achievements	14,720	14,195	14,160	14,185	DfE ILR / LCRCA
4.2. Number of L2 achievements	16,170	15,563	15,555	15,560	DfE ILR / LCRCA
4.3. Number of L3 achievements	1,950	1,926	1,898	1,926	DfE ILR / LCRCA
4.4. Number of ESOL achievements	11,210	11,345	11,210	11,345	DfE ILR / LCRCA
Output indicators		Target March 2029	Trajectory		Data source
			March '27	March '28	
4.a. Number of enrolments on L3 courses		2,964	2,920	2,964	DfE ILR / LCRCA
4.b. Number of enrolments on language acquisition courses (ESOL)		13,040	12,847	13,040	DfE ILR / LCRCA

Outcome 5 ¹ : Enhance performance of Construction Skills					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
5.1 Number of CSP enrolments (L2, L3)	1,000	3,990 (3 years) ²	1,330 (Academic year 26/27)	2,660 (Academic year 27/28)	DfE ILR / LCRCA
5.2 Number of CSP achievements (L2, L3)	753	3,060 (3 years) ²	1,020 (Academic year 26/27)	2,040 (Academic year 27/28)	DfE ILR / LCRCA
Output indicator		Target March 2029	Trajectory		Data source
			March '27	March '28	
5.a Number of CSP Industry Placements		5,106 (3 years)	1,621	1,701	LCRCA
5.b Number of CSP Industry/Education days (TIE)		535 (3 years)	106	318	LCRCA

¹ Government and Liverpool City Region Mayoral Combined Authority recognise this is an ambitious target in the context of local labour market conditions and, reflecting the pilot status of the Construction Skills Package in the settlement, have agreed to review targets and flexibilities after the first year of delivery. The pilot status and additional monitoring/reporting requirements will also be reviewed at this time.

² These targets relate to outcomes achieved by the end of the 28/29 academic year. HMG and the MSA will work together to agree what proportion of this should be achieved by March 2029.

Outcome 6: Increase the supply, choice and quality of housing

Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
6.1 Unlocked capacity	N/A	Cumulative – 1,282 (28/29 - 689)	310	283	LCRCA data
6.2 Starts on site	N/A	Cumulative – 593 (28/29 - 283)	0	310	LCRCA data
6.3 Number of additional housing completions	N/A	127	0	0	LCRCA data

Outcome 7: Improve public transport and connectivity

Indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
7.1 % mode share of trips made by public transport	9.6%	9.8%	9.6%	9.7%	DfT National Travel Survey
7.2 Public transport, walking and cycling connectivity score to key destinations (education, leisure and community, health, shopping, residential and workplaces)	73	Improve	-	-	DfT Connectivity Tool
7.3 Bus patronage (millions of passenger journeys)	93.5m	96.3m	93.2m	94.1m	DfT Annual Bus Statistics

7.4	Tram / Light rail [Merseyrail] patronage (millions of passenger journeys)	29.9m	31.8m	31.0m	31.5m	ORR (journeys on Merseyrail electrics)
7.5	Delivery of Transport Capital Programme: a. The number of schemes in development / delivery / completed b. The percentage of capital spend in development / delivery / completed	N/A				LCR monitoring data

Outcome 8: Improve performance and safety of the transport network					
Indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
8.1 Bus punctuality and reliability: a. % of buses departing from stops no more than one minute early and no more than five minutes fifty-nine seconds late across all routes b. % of bus journey km cancelled	79.9% (2025) 1.05%	93% 0.90%	85% 0.99%	90% 0.95%	DfT Bus Open Data Service (BODS)
8.2 Bus passenger satisfaction (inc. on personal security and accessibility):	84%	90%	87%	88.5%	Transport Focus – Your Bus Journey (YBJ);

a. % total of all bus passenger very and fairly satisfied with bus journey	85%	90%	87%	88.5%	
b. % satisfaction of passengers with personal security on the bus					
c. % total of disabled passengers very and fairly satisfied with bus journey	85%	90%	87%	88.5%	
8.3 Roads that should be considered for maintenance a. A roads and Motorways b. B + C roads	To be agreed following the publication of PAS2161 (due in Autumn 2027)				DfT Road Condition Statistics
8.3c Roads that should be considered for maintenance – Unclassified roads	17.17%	17%	-	-	
8.4 Number of road casualties killed or seriously injured (KSI):					DfT Road Casualties Statistics
a. Total	688	535	633	582	
b. Child KSI	99	72	89	80	

Outcome 9: Increase active, greener and sustainable transport

Indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
9.1 Average number of walking, wheeling and cycling journey stages per year	To be agreed following the publication of the third cycling and walking investment strategy (CWIS3)				DfT National Travel Survey
9.2 Miles of compliant new / improved active travel network delivered					LTA Reporting through Active Travel Update Your Capital Scheme (UYCS)
9.3 Number of Nitrogen Dioxide (NO2) roadside monitoring sites in exceedance of the annual statutory concentration limit	20	0	-	-	Local Authority Monitoring Data and DEFRA National Monitoring Network
9.4 Estimated annual transport carbon impacts up to 2050, disaggregated by (a) user emissions, (b) infrastructure carbon emissions	n/a	No increase	No increase	No increase	LTA Reporting (using Local Transport Quantifiable Carbon Guidance)
9.5 Provision of Electric Vehicle Supply Equipment and charging devices, including pavement channels, on LA controlled land	450	2,875	985	920	LTA Reporting
9.6 % of bus fleet with zero tailpipe emissions	1.7% (12 buses)	18% (128 buses)	15% (108 buses)	18% (+20 buses)	LCRCA

Outcome 10: Promote environmental sustainability and nature recovery					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
10.1 Leadership of the Local Nature Recovery Strategy	n/a	On track	On track	On track	LCRCA data

Outcome 11: Reduce homelessness and rough sleeping through strong regional leadership and convening local partners					
Outcome indicators	Baseline	Target March 2029	Trajectory		Data source
			March '27	March '28	
11.1 More coordinated strategic approaches to tackling homelessness across the region	n/a	On track	On track	On track	MSA reporting
Output Indicators		Target March 2029	Trajectory		Data source
			March '27	March '28	
11.a Number of region-specific interventions delivered with agreed reporting of service outputs		On track	On track	On track	MSA reporting
11.b Recorded number of individuals support through directly delivered / commissioned services		On track	On track	On track	MSA reporting