

RotheramCashmanBeesley BBCRM21022025

Paul Beesley

Now, normally on a Friday, we would do a week in Westminster, but as Parliament is in recess this week, there's no week in Westminster today, but it will return next Friday. But we have an email from Councillor Carl Cashman, Liverpool Liberal Democrat leader, about the transport problems getting to Everton's new ground. A new tram line should be built from the city centre to Bramley Moore. That's the plan that's come forward from the Liberal Democrat councillors. Councillor Cashman has said that Labour are lacking vision and ambition, singling out the Everton fan zone at Sandhill station and a lack of proper parking plan for the new Bramley-Moore stadium.

Claiming a low-carbon, environmentally friendly tram would improve match day transport and parking for local residents. The test event at Everton's new ground went ahead on Monday night. However, many travellers raised concerns stating that Bramley Moore Dock train station is a disaster waiting to happen.

Well, Councillor Carl Cashman joins me along with the Liverpool city region mayor, Steve Rotheram, who amongst other things has responsibility for local transportation. Gentlemen, good morning, welcome to the show and thank you both for coming in on this Friday. I'm going to start with you, Councillor Cashman, because you were the person who raised the issue.

You've accused Labour of lacking in vision and ambition in the city and have been openly critical of the Everton stadium fan zone at Sandhill station and parking at the City Council side of things. So let's have a look at your criticism of the Sandhill station and we'll get on to your idea about a tram. What are the issues exactly that you've got a problem with?

Carl Cashman

Yeah, so I think we've known that a stadium is coming to that part of Liverpool for several years now, and I don't think there's been the proper planning in place to get people to and from that stadium. The cattle pen that is there at Sandhills at the moment, it isn't good enough. Steve's branded it a fan zone.

Paul Beesley

Yeah, that's quite an emotive word to use, cattle pen. Yeah, I think I think... Why do you call that cattle pen?

Carl Cashman

well because it looks like a cattle pen. I think it's you know it's a few metal fences and if you looked at some of the pictures from the other day in the Liverpool Echo you would have seen that people were pending and I think that's you know that's 10,000 people there's going to be 50,000 people going to that stadium it's just had no forethought at all.Okay.

Paul Beesley

I mean, just picking you up on one point. I'm going to give Steve Rotheram a chance to respond to that in a moment.I've just been doing some research. You said the stadium has been in the planning for many, many years.

At what point did the Liberal Democrats start talking about ideas for Sandhill Station? I've just been looking back at that. Just remind me of when you started talking about that.

Carl Cashman

I've been so I've been leader of the Liberal Democrats in Liverpool for two years now So a lot of this has gone on before I became No, I completely accept that but if you would have looked at our manifesto for the Metro mayor elections last year So not Monday a year ago We proposed a new station between Sandhills and more fields about that was only a year ago Well, I don't know if we mentioned it before that We certainly mentioned it before Monday How long have I been Liberal Democrat for since I was 18 so okay, that's getting on I don't care to mention for 15 years now

Paul Beesley

Though you weren't the leader you must be aware of Liberal democrat policy in the city before that. Yeah of course. So just remind us then how long ago you were talking about the Sandhill station.

Carl Cashman

So we were talking about Sandhill Station at least a year ago and my former colleagues, I can't speak for other people, but my former colleagues would have been talking about this when the plan application was put in we don't run Liverpool City Council at the moment we will in two years but at the moment it's Labour run and they've messed this up along with Steve as well

Paul Beesley

Okay, Steve, rather a Metro, um, cattle pan.

Steve Rotheram

There's been a transport working group for three years that's chaired by Everton Football Club and so all of the planning for the new stadium has been some time in the making.

The issue has been ownership of Everton Football Club and the uncertainty of whether the stadium would be completed and as soon as those ownership issues were resolved we've invested in what is a fan management zone

It's not a fan park, it's a fan management zone. It's the exact same that we have at Aintree Racecourse when we can have 70,000 people go into the racing there.

So similar sort of people who use public transport and the idea is to ensure safety of fans. That is paramount. It's first and foremost, especially in the city that has obviously some history around ensuring the safety of fans.

So that's the drive and force for this. It's only the first phase that you've seen, there is a new footbridge that's going on the far end, so beyond where the tarmac's been laid now, so as to ensure that people could get over to the other side of the platform and we've committed £4.3 million to developing this project.

It hasn't got to be ready until the start of the season and this was the test event and whilst there were definitely some issues that we need to resolve, the very nature of a test event is to test our plans and that's why there'll be a debrief next week, I think it's Monday, Councillor Robinson is sitting around with all of the relevant parties and you'll find out what issues went wrong and put them right.

Paul Beesley

Two very quick questions, so the £4.3m will be spent by the start of the season in August.

Steve Rotheram:

Everything will be by the start of the new season. And this stadium has been a long time in the planning.

Paul Beesley

I've used Sandhill stations because the soccer bus goes there so I get a train from South Parkway through to Sandhills, get on the soccer bus, vice-versa, and that's already used for Everton as well.

They have a soccer bus going there, don't they, to Goodison at the moment. So it is already inadequate for what it is. So when this stadium was conceived, say, four or five years ago, whenever it was, regardless of the ownership issues of Everton, would it not have been a good idea to look at the whole Sandhill station five years ago and make it fit for purpose, not just for Bramley Moore, but actually for Goodison and Anfield now, because it's already too small for the number of fans that use it anyway.

Steve Rotheram

Well you've got a number of issues there. It's what's called an island station so there's a line either side of it so you can't expand it width ways, we've expanded it length ways and we've got the new trains obviously which are now a carriage so it can accommodate the new trains but you can't go out you'd need to because you can't have right angles on rails obviously.

So you would need to knock down several of the businesses in and around that area to accommodate a more circuitous route in and out of the tunnel at one end and then obviously to go to Southport or Headbolt Lane and to Ormskirk at the other so there's no way that we can move the infrastructure that's already there.

What we've done is invested in improvements to the infrastructure.

Paul Beesley

Okay, I'm gonna come back to you in a moment, Councillor Cashman. Just one issue: Metro Mayor fans have expressed their concerns of the journey from Sandhill station citing overcrowding and it is a huge problem and a disaster waiting to happen.

In fact an open letter from the Everton fan forum has been sent to Liverpool City Council and to yourself. What would you say to them now? You'll have seen that letter

What would you say to them that this is from the test event on Monday? When there was what 20% of the of the number of people there

Steve Rotheram

Yeah so we're meeting with the Everton fans for them and we'll go through each of the issues that they've raised and lots of other people have raised but there were 3,000 people who used the station on Monday night. So it's a third of the people there yeah. Yeah so that's what we've planned so we've planned about a third of the 52,000 who'll use the new Bramley Moore Stadium to use public transport rail public transport.

Paul Beesley

About 17,000, 18,000 people are going to use that?

Steve Rotheram

A bit less than that, because obviously you've got the corporates and if you take them off to 12,000 corporates and there's gonna be away funds and they won't be mingling with the home funds.

So it's about 17,000 that you take off the top figure, leaving about 35,000. And that will mean that we think about a third of them will use rail. So they'll use Sandhill station. They might actually use other rail links.

So you might walk to James Street, which is on the way into town, which a lot of people will be doing. And as the project starts to develop, because it's not just about the stadium, the stadium is the brilliant catalyst for any anchor tenants for the regeneration of something called North Liverpool South Sefton. The central docks are gonna have those houses built there already.

But the suggestions from the Lib Dems are that we had to have a station in between and goodness knows what the BCR (benefit cost ratio) for that will be. Maybe Carl will tell us what that is.

But for a tram to service the new stadium, there's only two roads. There's Regent Road, as you know, and there's Great Howard Street. So I'll ask Carl, which of those two roads would the tram go down?

Paul Beesley

Well, before we get down to the specifics, let's just talk about the tram, because this is an idea the Liberal Democrats have come up with. So what's the idea?

Carl Cashman

So, the idea, Paul, is to connect the city centre to Bramley-Moore, I mean that would be my ambition for a phase one, a phase two would be to connect the city centre to Speke Airport and these were proposals that were put forward in the past and, you know, it's no secret at the moment that we've got a public transport system that doesn't work and that's a massive failure of the Labour Party in Liverpool.

And I've been speaking to industry experts in the field of public transport who are really excited about the prospect of revolutionising public transport in Liverpool and that will be driven by a tram and that will put Liverpool at the top of a revolution.

Paul Beesley

I mean, I don't want to get into the discussion today about the tram system, you know, across the whole city region. We're talking specifically about the connectivity to Bramley Moore. So you're talking about a tram from Liverpool city centre, which stops at Bramley Moore.

Carl Cashman

Yep, a tram that goes, it's a circular line through the city centre, connects to Lime Street and then goes up to Bramley Moore.

Paul Beesley

Which roads are going to go down?

Carl Cashman

So it would go down Dock Road or Regent Roads and the new technology, so light, light rail would mean that we would only need to go at the most six inches into the ground.

So actually, there would be minimal disruption to utilities. And this is deliverable, Paul, through a public-private sector.

It is, Steve. It's deliverable through a public-private sector partnership. And I think Steve's problem with that is with the ideology of using the private sector to deliver the utility contracts.

Steve Rotheram I'm not not interested.

Paul Beesley

Steve, I'll come to that in a moment but I just want to ask a specific question about the trams. I mean obviously you've done your homework on this. So in the space of two hours either side of the game, how many people can the tram move?

Carl Cashman

So each tram withholds up to 600 people.

Paul Beesley

I don't know how long it's gonna take you to do the homework on this. I don't know. So how long is it gonna take for the round trip? How many people are you gonna be able to move? I think from the city center to Bramley-Moore and vice versa in the space of two hours

Carl Cashman

I think that I mean obviously the due diligence needs to be done

Paul Beesley

That's an idea. You must have done the maths.

Carl Cashman

No, of course. And as you said, I've done my homework and I assure you that I have done it. So just

Paul Beesley

How many people?

Carl Cashman

Yeah, so six hundred per tram and then if you've got trams moving between your 20 minutes for the journey Then you know you do the maths on that it's every 20 minutes you're moving 600 people from the city center to Bramley Mordor

Steve Rotheram

in an hour less than 2,000 people.

Carl Cashman

How many Sandhills are moving though, Steve?

Steve Rotheram

Well, we can move up to 12 thousands in an hour.

Paul Beesley

The point is that there was a stadium built in the Midlands and there was a train station at the stadium And they ended up not using the train station because so many people wanted to use that train station They couldn't cope with the number of people that could actually get on a train. So what I'm just in my head I'm thinking well, how many people can you move in two hours on a tram from the city centre to Bramley-Moore than vice versa?

From what you're saying, it seems to be about 1,800 people in an hour So that's 3,600 people in two hours. Yeah, is that gonna make a dent?

Carl Cashman

This is the thing. No Paul, isn't it?

So as Steve says ever, you know if the metro or the Mersey rail can move 12,000 if this every 20 minutes can move 600 people so 1800s every hour then you need that mix

So we need a mix of we need Trams. We need rail. We need buses. We can't just rely on Sandhill station

Paul Beesley

Back to steve now about the about the funding but just one lack of question what are the trams doing for the rest of the time when there's no match or event on it

Carl Cashman

They would still be running constantly, and this is part of the-

Paul Beesley

If we ever got a tram system?

Carl Cashman

But what do you mean?

Paul Beesley

Well, you want to build a tram by August to Bramley Moore, but we haven't got a tram system elsewhere in the city, so what are the trams going to do for the rest of the time?

Carl Cashman

So the the tram wouldn't just be intended to move people for match days It would be intended to move people around the city on a constant basis when we go to that part Yeah, of course when we got a system.It's I'm not gonna tell you that we're gonna have a tram in three months

Paul Beesley

Make the tram viable to Bramley Moore, whether the maths add up or not, you've got to have a wider tram system in the whole city because without that wider tram system, the tram is going to operate for maybe 25, 30 days a year.

Carl Cashman

Yeah, of course, and this is why the tram would go through the city on Interlime Street. It would also go through the waterfront, so it would connect the ferry terminal. And I think that is really, really important because we'll have more footfall through that ferry terminal and people want to be able to get on a fast transit system that will transport them immediately to the city centre.

So this isn't just about match days. This is about the economic growth of the city and in order for cities to get economic growth, you need to be able to move people from point A to point B. We can't do that at the moment in Liverpool because we've got a terrible public transport system and that is a failure of the Labour Party.

Paul Beesley

Okay, let's come back to you, Metro, because in 2023, you claim that transport bosses could look again at the plans for Liverpool trams in the event of a change of governments at Westminster.

We got that change in July of last year. You'll have had, I mean, I know you've been down to Downing Street several times, you've spoken to all sorts of departments, because your brief covers a wide area.

So can we look forward to a tram system that would link in to Bramley Moore, going forward?

Steve Rotheram

We can when it's commercially viable, but let's just pick up on what Carl said there about he's done his homework. Does the homework include how much a tram would cost per kilometer? Yeah.

How much is a per kilometer? 10 million.

It's not. It's 80 million pounds. This is based on old information. We're not gonna get anywhere. No, but we are. If we get to a detailed call. It's not an argument. I'm trying to tease out the feasibility of something that I'm getting pushed by Carl to build. So let me just ask another one. So if it's 80 million pounds per kilometer and it's two and a half kilometers. Hold on. Carl said it was gonna go down Regent Road. Yep. That's what he just said. If you have a tram, the one place it will not be allowed to go down is Regent Road on a match day because of safety concerns of trams and people with the stadium and the stadium wall as it is. And we can't knock down that stadium walls from the Crimea and people getting in and out of the stadium. So it would not be able to run on the very day that he wants to spend. It's just not true. It's not. Hold on. No Carl.

Paul Beesley

Steve, just hang on one second here. The fundamental issue of this is the cost. It's one of them. No, but it's a big part, especially in the financial situation everyone is at the moment. So what you're saying, Steve, is we can possibly have a tram system in the city when it becomes financially viable. What will make you financially viable?

Steve Rotheram

So, the scheme for what's called North Liverpool, South Sefton, it's going to come up with a much better name than that. But the whole idea, and we've pitched this to governments at all levels, is to build out from the sort of Three Graces and beyond that, right the way down to Bootle and to what's called Salton Tower. And that whole area

could accommodate 10,000 new homes. So, the stadium would be the catalyst for the homes, for the development of new homes around that.

But also, you need the other infrastructure and that will come with the legs of bus routes. And we've already started to look at what's called a glider in Northern Ireland when I was over just on Wednesday in Belfast to have a look at what their plans are. But we could have a rapid transit system that can do...

Paul Beesley

Call just just will answer each other's

Steve Rotheram

Yeah, the rapid transit system can do what a tram can do but in a fraction of the time and it doesn't take up road space It hasn't doesn't have to have dedicated road space to it where the tram would so if it goes down the strands because that's where the Terminus was for the original tram Mersey tram as you'll remember when the Lib Dems who were the council at the time Wasted public money and a tram system never happens and this is donkey's years ago

But if it went to there you would have to take a laying out of each side of the strand for a 20-minute service To the ground that's only used for six hours every fortnight call. That's the following

Carl Cashman

Yeah, I want to come back on that, Paul, because I'm not going to be lectured by someone who spends half a million pounds on a food delivery company. Let's go. Let's go.

I think we need to talk about people's experience on finances, and we'll do Paul.

That's fair enough. But I don't know if Steve knows this, but in my day job, I'm a financial advisor, so it's my job to give prudence and sound financial advice. And this is not only sound financial judgment to do a public-private sector initiative to make this happen, it is also deliverable. The only problem is that Steve hasn't got the ambition to deliver it. I'm sorry, I just let you speak, Steve. Can I finish? I haven't finished. I haven't finished.

Paul Beesley

and then I'm gonna be next, guys. Okay, so go on, finish off, guys.

Carl Cashman

you so and I also won't take lectures on the the financial viability in the business case because the issue with the old Mersey Tram the Lib Dems wanted to put Liverpool first not party politics first so we wanted to build it out from the city centre to Speke airport which any expert will tell you was economically viable the Labour Party wanted to do it from the city centre to Kirby which was not economically viable

Paul Beesley

I'm just gonna, I'm just gonna, I want to wear an answer on this thing Okay. Okay.

So what you've said just to clarify you said that it won't become financially viable And so basically the people are there living in the area. It's a trap. When that happens and assuming we still have the same government we have now with the same political party is yours Will the political will be there at national level for that to happen?

Steve Rotheram

I don't know but that these are part of what you have to do about strategic planning and I'd like to ask Carl

Paul Beesley

No, no, no. We're not asking any more questions. I just wanted to know, do you think politics will be there?

Steve Rotheram

listening to this, your listeners are being told that by August, the start of the new season, that they could have a tram system. I'm not saying that. So the question that you should be asking Paul is, when would this ghost line be built for the tram?

Well, I want to move on slightly because we're running out. See, the thing is, what I'm prepared to do, right, is if Radio Mersey's side want to put an hour aside, I'll be more than happy to investigate all of these issues with Carl in a head-to-head and need to televise it. It's absolutely, it's, it's

Paul Beesley

clear. I mean, we knew from the very start, we were not going to solve this problem in 25 minutes. We knew that. And it's not a hot seat event. This is just because the issue has been raised this week.

Steve Rotheram

Exactly because I raised the issue and what I'm saying is I would love to do a tram. There's no doubt in my mind that wouldn't it be brilliant if we could have a tram. But the difference between a student politician and somebody who's a serious politician is you have to have a business case for the investment of public funding and hold on and a tram system for what calls just said they want to the airport and want to brand new more. It's about £2 billion and you have to have an Act of Parliament and the Act of Parliament will take four years. I want to, either because I want to go to a listener.

Paul Beesley

Okay. I want to ask a listener question. Eddie in Old Swan, surely the owners, i.e. the Friedkin Group, should foot the bill for the purchase of any land for parking or transportation costs.

Steve, you're not responsible for parking. They are the ones who will gain and profit from it. Do we know in terms of, and you're on the council, do we know how much money Everton have paid for the Section 106, the money that comes in from developers? Do you know that amount Steve?

Steve Rotheram

No, I don't. I'm not the council.

Carl Cashman

That's I think off the top of my head. I mean don't quote me on this book. It's 200,000.

Paul Beesley

Okay, so would you both be looking for Friedkin Group to put in money into any trans transport system Sandhills, yeah trams whatever, would yeah of course I think

Carl Cashman

I think they paid for Sandhills or paid towards Sandhills.

Steve Rotheram

No, that's through CRSDS and so that's combined authority funding that we've used for that. Now that's the 4.3 million.

If they want to enhance what we're already doing, by the way, the Transport Working Group is headed up by Everton Football Club, so they chair it.

So they've been involved in every single stage of the developments of that fan management zone and what we want to do there.

So if Everton Football Club wants to enhance what we've already allocated funding for, we'd be more than happy to accept it. But I think you'll find that it's gone to the council and the council will have ideas because it has to spend money on a transport infrastructure project. It'll have to do stuff around the park and whether we like it or not 365 days, you'll have to do something. Otherwise, you'll just get fans parking the cars right up.

Paul Beesley

Because we're going to finish soon and I've got to want to get Paul in Garston in. It's all about the listeners, guys, so let's get the listeners in.

Paul in Garston say, sorry, I have to say a new station between Sandhills and Moorfields is a complete waste of money.

Sandhills is closer than Kirkdale is to Goodison. Here we go, there's a new idea in the mix here. A ferry terminal should have been created. The offer from Mersey Ferries was there, but it was refused. Was the offer there?

Steve Rotheram

Steve. Now not really you know I mean it has been muted but again you think about the limited number of people who could use a ferry service and obviously it'd be from the other side of the water so you know that would um I think probably alleviate some congestion in the tunnels when you have a match on you know what it's like trying to get through the tunnel one way or another but it costs about 40 million pounds for the platform and then we'd have to probably put another ferry on

And if you think about it in the bad weather and all that, people really going to want to do that and of course there's the other safety issue that we have to always have paramount in our minds.

Carl Cashman

Yeah, I think it's it's it's funny because when I put this out originally I had all sorts of people come back to me and I don't know whether you've heard it called the workers umbrella which was the old monorail I've had all sorts of people give all sorts of ideas and I think that kind of goes back to the creativity of people in Liverpool

So I think I think it's a nice thought but it might not be deliverable but in terms of the station between Sandhills and Moorefields there's already rail line there so it makes sense to me and I think a big reason for that and a big reason for the tram is because not everyone can walk to the stadium

I know a lot of people have said to me in the past I'll just walk from the city centre to the stadium you know a tram would be a disability friendly way of getting people to and from that and a station in between Moorefields and Sandhills is a bit of a closer station for them as well.

Paul Beesley

Well, you just mentioned the word walking there and obviously all sort of local authorities want to get people walking more, cycling more. Active travel. Active travel, thank you for the phrase. Neil from Ormskirk, who he says is a Liverpool fan, not sure why that's important in this discussion, he says, why is there no walkway going across the dock road and you cycle lane is being created, but can a way be created of making it easier for people to walk?

A lot of people like to walk up to the stadium, don't they? You know, they have walk-ups from Anfield and Goodison from the city centre.

I know this is not your area, Steve, because you know, it's local authorities, council, but what about you're making it actually easier and more pleasant to walk to the stadium? It's about what, two miles, something like that?

Steve Rotheram

Yeah. And we had some letters from some women who said that they feel particularly vulnerable because the street lighting wasn't bright enough.

And so we needed to be taken all of these things into consideration. And of course, drop kerbs for people with disabilities is quite rightly and rightly has been identified. By the way, our system, you know, this thing about our systems, our transport system is not good enough. We've got the most accessible transport system in the country. We have two pound bus fares, which are capped on like anywhere else.

Our buses, the performance levels of our buses are better than most other equivalent city and city regions. So there's loads of things that we could do. There's loads of things, more things, but it all comes down to one thing and that is money.

And that's why Carl, when I asked before about what the BCR is, the benefit cost ratio that you have to have for a project. And he'll know all about this because he's a financial advisor. So I want to know what the BCR is for this station and what the BCR is for a trunk. Okay. Could you just answer that?

Paul Beesley

Just because this is gonna be the last answer. Okay, just a very quick answer to that But also I want to know because you are the City Council. Okay, so you this Created a an active walking route is within your gift to be able to push for that Yeah, is that being in the Liberal Democrat plans answer Steve's question first and then tell me is that being in the Liberal Democrat plans?

Carl Cashman

In terms of the benefit to costly, the due diligence needs to be worked out on that and Steve will know that. You've been in charge, Steve, for eight years. It takes time to come up with a plan for things like this.

Paul Beesley

So answer my question about the walking.

Carl Cashman

Yeah, so well, first of all, Paul, I appreciate the promotion because I'm not leader of the council. No, you're not the leader of the council. Yes, but when I am.

Paul Beesley

Your group influenced the decision making.

Carl Cashman

of course and when I am leader of the council I'm more than happy to work with with Steve to deliver these projects but I think that I completely agree I think that point is a really good one because it I mean anyone who tries to get across the dock road to go to the Three Graces or to go to the waterfront it might be a good one to have to live

Paul Beesley

Stan suggested it.

Carl Cashman

Well, yeah, we're supportive of active travel. I mean, we haven't got detailed plans on that yet, but we don't run the city council yet, though, Paul. Okay.

Paul Beesley

Right, by the way, I missed out a word there when I said the Liverpool fan. He described themselves as a caring Liverpool fan. Oh, very good for that.

Steve Rotheram

As we both are. But just to let you know one thing, what Carl has said today would cost four times more than the construction of Bramley Moore for public travel. This is not true. I've faced it.

Carl Cashman

based on it's based on with respect it's based on old figures and I would love to put Steve in touch with some of the people that I've been speaking to okay

Paul Beesley

Appreciate it.

Steve Rotheram

All them to raise your miss. Okay.

Paul Beesley

This is not gonna be the last time we're gonna be talking about this. I can absolutely guarantee this

What strikes me if I may just have the last word, what strikes me? I spoke to you very early on Carl and I said when was the first time you started raising issues about trams? You seem to give me an answer about a year or so ago.

I said to Steve You know this thing he was been in the in the making for five or six years Why we talking about about problems now, and I think just speaking as someone who goes to football matches I'm a red everybody knows I'm a red a lot of people are saying why are we discussing this now?

Why is this not being sorted out years ago? And not really? Really from both of your angles But you know that the your idea is coming forward now when you've been talking about them for a year Issues in the in the station that only happened last Monday It was a test event a lot of people will be saying that that may be a lot more should have been

done More ideas should have come forward from the Lib Dems more should have been practically done going forward

But I can guarantee this is not gonna be the last time we're gonna be speaking about this on now And I'm absolutely certain that YouTube will be back in this studio Whether it's with me with Snelly with someone else to talk about this

Steve Rotheram

that we can get into the detail of some of the nonsense that's been espoused by Carl

Carl Cashman

I'm more than happy to come back and speak with them.

Paul Beesley

have you back we'll do all the research we'll get you in and we'll try not to bore the listeners with too much detail but what we need is information which is going to help everyone because at the end of the day everybody wants to see this city and the city really develop and be a great city region and that is something that we all agree on. Guys, Councillor Cashman, leader of the Liberal Democrats in Liverpool City Council, Steve Rotheram, Metromer of the Liverpool City Region, thank you very much both for coming in today.