



Liberal Democrats 
North West

Autumn 2023 Conference Agenda

Conference Agenda

| Time | Main Hall | Upstairs 1 | Upstairs 2 |
|-------|--|--|--|
| 10 00 | Welcome , with Cllr Lisa Smart, PPC for Hazel Grove | | |
| 10 10 | Lords Report: Lord Goddard | 1015 Digital Training: Winning Online. Alisha Lewis | |
| 10 40 | Making The Difference Locally Cllr Mark Hunter, leader of Stockport Council | | |
| 11 10 | House of Commons Report: Helen Morgan MP | | |
| 11 40 | Policy Debate: HS2 | 1140 Diversity Training: HQ Guide To Best Practice. Nicole Turner. | |
| 12 10 | Policy Debate: Trams and Light Rail | | |
| 12 30 | Annual General Meeting | | |
| 1 00 | <i>Lunch</i> | 1.00 PPCs & Approved Candidates Lunchtime Briefing | |
| 2 00 | The Viv Bingham Memorial Lecture: Cllr Prue Bray | 2.00 Digital Training: Introduction to Fleet websites. Alisha Lewis | 2.00 Training: Campaigning for Beginners: Getting Started. Thom Campion |
| 2 30 | Regional Lottery Draw: John Skipworth | | |
| 2 40 | President's Awards with Cllr Jane Brophy | | |
| 2 50 | Our Industrial Future in the North and the North West. Policy and Strategy consultation chaired by Andrew Haldane | | |
| 3 30 | One Year - Two Polling Days. Looking ahead to 2024's local, PPC, Mayoral and General Elections. Speakers: Iain Donaldson, Paul Trollope, and Thom Campion. | | |
| 4 00 | Winning the General Election and beyond with the Young Liberals Tom Sutton | 3.30 Digital Training: Introduction to Target Email. Alisha Lewis | 3.30 Keeping Your Finances Legal - for current and incoming Treasurers & Chairs. John Skipworth |
| 4 15 | Closing Remarks: Cllr Tom Morrison , PPC for Cheadle | | |
| 4 30 | <i>Conference Ends</i> | | |

Welcome to Conference



Welcome back to Conference.

Over the last few weeks our Regional Executive team have been working hard to assemble this event, and we have a great programme to look forward to as a result.

It's our first conference in Stockport Borough since 2016, and we are meeting a short walk from a Town Hall where a Lib Dem led council is in power. Just a little further and you can be in either of two key seats at the next General Election - Cheadle and Hazel Grove.

We will hear from the candidates for both during the day, as well as from our council leader.

The General Election cannot be much more than a year away so we will be focused on the campaign ahead, including a special briefing for our Parliamentary Candidates.

Alongside which we have policy discussion on transport and industry in our region - and a special debate following the PM's cancellation of the northern arm of HS2.

Have a great day!

Jackie Pearcey
Chair
Liberal Democrats North West



Donate and help us help out where it is needed in byelections across the region!

Scan the QR code with your phone.

Topical Motion: HS2

Proposer:

Summator:

1 Conference re-affirms its support for the 2021 Federal motion “A Framework for England in a Federal UK”
2 implementation of which would confer Regional level political control over future decisions on transport
3 infrastructure and economic development.

4 Conference Condemns

- 5 A. The betrayal of the North of England through Government failure to proceed with HS2 to Manchester to-
6 gether with its integration with Northern Powerhouse Rail.
- 7 B. The failure to ring fence 100% of savings from the cancellation of HS 2 for expenditure on infrastructure in
8 the North of England.
- 9 C. The lifting of the safeguarding order on land acquired for the construction of HS2 and its resale in order to
10 preclude the possibility of reversal of the Government’s decision.
- 11 D. The gross mismanagement of the HS2 project by Government including the decision to begin construction at
12 the Southern end rather than in the North.
- 13 E. The failure of recent Tory governments to proceed expeditiously with promises made in their 2015
14 manifesto for improving rail infrastructure across the North of England and the attempt to effectively renew
15 some unfulfilled promises as new ideas claimed to compensate for the cancelling of HS2.

16 Conference Notes

- 17 a) The statement from Lord Broughton, Chair of Transport for the North;” It’s undeniable that this will be seen
18 by many as a missed opportunity for the region, and the country as a whole. Only last week, northern
19 business and political leaders came together at our TfN Board to speak with ‘one voice’ to reaffirm our
20 position that HS2 and Northern Powerhouse Rail in full are vital to truly transform the North.”
- 21 b) The contrast between Government determination to proceed as quickly as possible with the planning and
22 construction of East-West Rail between Oxford and Cambridge in the midst of years of prevarication over
23 projects in the North.
- 24 c) That central to the thinking behind the “Northern Powerhouse” concept was the improvement of
25 connectivity to help drive levelling-up by enabling the talent pool in the North to experience mobility of
26 labour comparable to that in the South of England.
- 27 d) That many of the schemes identified for using HS2 savings are vague, un-costed and lacking in detailed plans
28 and we have no confidence in the Government to honour its pledges to speed up investment new and
29 existing projects.

30 Conference Believes

- 31 i. That the conduct of the HS2 project and its cancellation leave the UK open to the derision of the
32 international community and potential inward investment partners.
- 33 ii. That the productivity gap between the North and South of England not only diminishes the prosperity and
34 life chances of citizens of the North but acts as a drag anchor on the UK economy and its ability adequately
35 to fund public services.

Policy Debate

- 36 iii. That the failure over many decades of underfunding of transport infrastructure in the North by both
37 Conservative and Labour Governments has been a key factor in the creation of the productivity gap.
- 38 iv. That the present Tory Government has abandoned the Northern Powerhouse in favour of a
39 Northern Poorhouse.
- 40 v. That it is not possible to improve an already frequently gridlocked M6 or other roads to and within the North
41 without a massive modal shift of freight from road to rail that is unachievable with capacity limitations on
42 the West Coast Mainline
- 43 vi. That congestion at rail bottlenecks in Stockport, Crewe and elsewhere render the use of HS2 trains over
44 existing lines meaningless in terms of increasing capacity.
- 45 vii. That offering passengers from the North new trains terminating at Old Oak Common, at least for a period of
46 years, adds insult to injury.
- 47 Conference Calls for;
- 48 1. Parliament to block Government plans to lift the safeguarding order in land acquired for HS2, accompanied
49 by an immediate review of potential cost savings aimed at reinstatement of the HS2 leg to Manchester, if
50 necessary, with modifications.
- 51 2. In the event that Government Proposals proceed, the immediate ring fencing of any savings from HS2 for
52 allocation to transport infrastructure for the North of England followed by;
- 53 a. A review led by Transport for the North in collaboration with Network Rail of alternative options for
54 increasing rail freight capacity to destinations in the North from major ports and industrial centres
55 further South and the development of a strategy for a modal shift of freight from road to rail.
- 56 b. A review of Transport for the North's Strategic Plan that would identify how spending priorities and
57 timetables could be revised on the basis of all savings from HS2 being allocated for use in the North.

Motion: Trams and Light Rail

Proposer: Chris Hogg

Summator: Will Clark

1 Conference notes

- 2 A. The impressive knowledge of Northern transport infrastructure evident in Conservative plans to extend
3 Metrolink to Manchester Airport.
- 4 B. The proven success of current UK tramways.
- 5 C. The widespread recognition within the UK and internationally of the benefits of light-rail as an
6 environmentally friendly form of mass-transit.
- 7 D. That electric buses and other vehicles, despite their other benefits, remain a source of significant particulate
8 pollution arising from the friction between tyres and road surfaces while steel wheels running on steel rails
9 create zero emissions of this type.
- 10 E. The proposal for a demonstration project in Coventry City Centre for very light rail, a system involving
11 lightweight vehicles on much lighter rails compared to current tramways with the potential for dramatic
12 reduction in construction costs faster construction and less disruption.
- 13 F. The scope for further innovations such as hydrogen-powered trams which also have the potential to
14 transform the business and environmental case for further development of light-rail systems.
- 15 G. That current Federal Party recognises the potential for future growth of light-rail systems in the UK and
16 affirms its support for Autumn 2023 Federal Conference motion "Connecting Communities - Building a
17 Transport Network Fit for the 21st Century".

18 Conference believes

- 19 i) Light rail has a proven record of getting people out of their cars while produce zero emissions and
20 particulates and that, in future, very light rail offers significant potential for enabling these benefits
21 to be realised on a significantly larger scale.
- 22 ii) That local authorities, with their detailed knowledge of population distribution anticipated housing and
23 industrial development and current infrastructure pressures are best placed to provisionally identify
24 opportunities for the development of light-rail within their areas.
- 25 iii) That it is unrealistic, especially given the current financial and other pressures which they face, to expect
26 local authorities to acquire the in-house expertise necessary to develop themselves, or oversee the
27 commissioning of, business cases, detailed feasibility and engineering studies.
- 28 iv) That delivering an integrated transport system will often involve initiatives that span local authority
29 boundaries and mechanisms for co-ordination at regional level are needed to help promote and deliver
30 such schemes.
- 31 v) That expertise and funding for supporting the development of initial scoping studies through to fully de-
32 tailed "shovel-ready" proposals should be available to local and regional authorities who identify realis-
33 tic potential light-rail schemes.

Policy Debate

- 34 vi) That should new opportunities for the expansion of light-rail arise through environmental pressures
35 and/or significant cost reductions arising through engineering innovation then significant economies of
36 scale could be realised through a coordinated approach to light-rail development at a regional level.
- 37 vii) That early evidence available from the development of proposals for Coventry suggest it may be timely
38 to identify and undertake initial scoping studies for new schemes and revisit potential schemes
39 previously rejected on cost grounds.
- 40 viii) That should the potential of very light rail technology be proven there is scope for generating economies
41 of scale plus new manufacturing and construction employment opportunities through the development
42 of a sequence of schemes.
- 43 ix) That in addition to the Coventry proposal for an very-light rail pilot project in a major city centre there is
44 a case for identifying an additional proof of concept for connecting suburban areas in a large town to
45 their rail-hub and town centre.
- 46 x) That there is significant potential, not hitherto adequately explored, for adopting a light-rail solution to
47 the reopening of branch lines, including the use of tram-trains capable of running at speed over the
48 heavy rail infrastructure.

49 Conference Calls for

- 50 1. The implementation of proposals to extend Manchester Metrolink to Bolton, Wigan and Heywood and
51 Stockport.
- 52 2. Government support for the development and evaluation of very-light rail and other innovations which may
53 transform the business case for light-rail development.
- 54 3. Transport for the North to collaborate actively with local transport authorities through the Restoring our
55 Railways scheme by offering support for scoping and evaluating light rail and very-light rail schemes and,
56 where initial feasibility studies are promising to assist with development of the business case and
57 engineering studies.
- 58 4. The go-ahead of the very-light rail project in Coventry with the gathering of data and monitoring of progress
59 from the outset so that its implications for new schemes and re-appraised schemes in the NW and
60 elsewhere can be realistically appraised.
- 61 5. Identification of a potential further very-light rail prototype scheme in the NW.
- 62 6. Pre-feasibility scoping and initial appraisal of potential schemes in the NW to include;
- 63 a. A Warrington North-South tramway from Newton-le-Willows to Stretton as a the potential
64 NW exemplar of very light rail technology.
- 65 b. A potential light rail option for re-opening the Penrith-Keswick branch.
- 66 c. Tram trains for the Rose Hill (Marple) branch.

Policy Consultation

Bring Back the Industrial Strategy - a regional response

Background

Some extracts from the above Federal Conference motion together with more information on initiatives that it refers to are reproduced below along with questions to prompt discussion.

Additional questions from members are welcome

The full motion as passed by Autumn Federal Conference is included at the end of this consultation section or can be found at;

<https://www.libdems.org.uk/conference/motions/autumn-2023/f8>

Members are invited to read through the motion and put forward their own ideas as to how we can apply its proposals at Regional Level.

At various past Regional Conferences we have discussed the regeneration of the North of England and the need for regional political autonomy and local level decision making in order to achieve. In line with this established Regional policy the region submitted a successful amendment to the motion which is highlighted in bold in the text below.

Industrial Strategy was one of the core topics for collaboration on policy topics with colleagues from sister regions in the North for over two years prior to the 2020 Covid cancellation of a second joint conference of the Northern Regions planned as a fringe ahead of Spring Federal Conference.

Discussions have taken place with the chairs of sister regions with a view to resuming this collaboration and, if possible, holding a joint Conference session for the North at Federal Conference in York from Mid-Morning to Mid Afternoon.

In this session we invite members to contribute their ideas on the development of an Industrial Strategy for the North in general and the North West in particular, with the aim of using the output from this session to inform our collaboration with other regions.

“Halving the regional the productivity gap could increase UK GDP by £83bn. (Jing Teow, Senior Economist, PwC)”

***Output per Job 2021 vs UK average (ONS;)
London +41.4%, NW -10.2%, NE-19.1%, Yorks & H - 15.3%***

How do we fix this?

A. Taking decisions at Regional Level

Our Region’s amendment to the motion affirmed our belief in cascading power downward and the need for a regional tier of government,

Discussion Questions;

- i. Looking back over recent decades what are the key factors that led to the productivity gap?*
- ii. To what extent Is taking political control at regional level the key to converting “levelling up” from a slogan to a strategy?*

For now we have to work within the system as it is and while the our Region and the North as a whole may feel “left behind” prosperity within our region is far from evenly spread and so;

- iii. What regional priorities should we focus on in the formulation of an industrial strategy for the benefit of all our communities?*
- iv. Is a “bottom-up” approach to developing an Industrial Strategy best and if so how can ideas from a local level be aggregated to create a coherent strategy?*

Policy Consultation

B. “Financing the Fourth Industrial Revolution”

Our new Federal policy as set out in the above motion references the French “Tibi” initiative for achieving this goal.

<https://www.tresor.economie.gouv.fr/banque-assurance-finance/financing-the-fourth-industrial-revolution>

Our party’s stated aim is to:

“Power scale-up companies, especially outside of London and the South East, using innovative ways of crowding-in private sector investment, drawing from successful international models such as the French Tibi scheme”.

The Tibi initiative sought pledges from institutional investors leading to a commitment to invest over €6 billion over three years in the funding of technology companies. Replicating it would therefore seem achievable within the life of a single parliament. The scheme involved signing a document of commitment based on a set of specifications and a government charter providing a structure for the initiative.

Discussion Question;

Given that the City of London is the predominant base for institutional investors how can we be confident that such an initiative really would contribute to “levelling up” and what steps could be taken to help achieve this goal?

C. Northern Powerhouse

Although lacking in genuine regional democratic and currently an arm of the Westminster government used to foster the illusion of devolution the Northern Powerhouse brings together influential actors who, among other things have put some effort into seeking to attract inward investment.

Their five-point plan to transform Northern productivity can be in full found at;

<https://www.northernpowerhousepartnership.co.uk>

Discussion Question;

How far do we agree with 5 points summarised below?

1. TRANSFORM TRANSPORT CONNECTIVITY

Build Northern Powerhouse Rail and HS2, while improving intra-city transport links, to give private investment the certainty it needs to deliver homes and jobs.

2. DRIVE INNOVATION

Increase the North’s share of public investment in research & development funding (R&D) to bring it in line with the Golden Triangle in the next decade - without reducing spending in the South East.

3. POWER THE NET ZERO TRANSITION

Unlock private investment for a fleet of small modular reactors (SMRS), carbon capture and storage (CCUS), and wider renewables as well as Northern-made heat pumps and home insulation.

4. CLOSE THE DISADVANTAGE GAP

Work with schools, charities and agencies to end the education disadvantage gap in the next decade through targeted interventions in persistently disadvantaged neighbourhoods.

5. UNLOCK APPRENTICESHIPS AND TRAINING OPPORTUNITIES

Transform the skills system and encourage businesses to invest in training by devolving more responsibility to metro mayors and allowing more flexibility in the apprenticeship levy.

Policy Consultation

D. Stimulating Innovation

The motion references one of the many Liberal Democrat achievements for which the Tories have subsequently sought to claim credit, the establishment of “Catapult Centres” (see below)

These are a network of nine organisations set up by Innovate UK an arm’s-length Government agency, to promote R&D and exploit market opportunities through business-led collaboration between scientists, academics, engineers, entrepreneurs, industry leaders and Government. They receive grants from public funds but are also expected to seek commercial funding. The first tranche of Catapults were established in 2011.

The full list of Catapults is opposite.

Discussion Question;

What measures could be introduced to help ensure that businesses in our Region operating in the same sectors benefit fully from the work of “Catapults” located elsewhere?

The established Catapult Network is made up of nine separate centres that operate as independent, private, not-for-profit businesses, brought together through collaboration, joint projects and a shared purpose:

- * Cell and Gene Therapy Catapult – location London + Stevenage, Braintree and Edinburgh.
- * [Connected Places Catapult](#) – (merger of the Transport Systems and Future Cities Catapults), located in London, Milton Keynes and Birmingham.
- * Compound Semiconductor Applications Catapult – [Newport](#), South Wales + subsequent locations including Durham, Bristol and Glasgow.
- * [Digital Catapult](#) – [Kings Cross](#), London + subsequent locations including North East Tees Valley, Bristol and Belfast.
- * [Energy Systems Catapult](#) – [Birmingham](#).
- * [High Value Manufacturing Catapult](#) Established in October 2011 seven existing manufacturing technology and innovation centres, including:
 - o Advanced Manufacturing Research Centre (AMRC) & Nuclear AMRC - located at the [University of Sheffield](#) site in [Rotherham](#), South Yorkshire.
 - o [Centre for Process Innovation](#) (CPI) – [Wilton](#), North Yorkshire + locations predominantly spread across the North East region
 - o National Composites Centre (NCC) – [Bristol](#), South West.
 - o National Manufacturing Institute Scotland (NMIS) - [Glasgow](#).
 - o Manufacturing Technology Centre (MTC) - [Coventry](#), West Midlands.
 - o [Warwick Manufacturing Group](#) (WMG) –
- * [Medicines Discovery Catapult Alderley Park](#), Cheshire + [Manchester](#); absorbed the former Precision Medicines Catapult in 2017.^[11]
- * Offshore Renewable Energy Catapult – E [wind](#), [wave](#) and [tidal power](#), in [Glasgow](#), [Blyth](#), [Northumberland](#), [Levenmouth](#), Grimsby, Pembroke Docks and various other coastal locations across the UK.^[12]
- * [Satellite Applications Catapult](#) – [Harwell Science and Innovation Campus](#), Oxfordshire + [Westcott](#) (Buckinghamshire), [Durham](#), [Leicester](#), [Portsmouth](#) and [Cornwall](#).

Bring Back the Industrial Strategy

Motion as passed at Autumn 2023 Federal Conference, for reference.

Conference believes that:

- a. An industrial strategy is essential for achieving strong and sustainable economic growth, which in turn will create good jobs, fund vital public services and build strong communities.
- b. An industrial strategy should create a purpose-driven partnership between Government and business with the aim of tackling the great economic and societal challenges of our time.
- c. A successful industrial strategy should coordinate policies across a range of key areas, such as skills, Research & Development (R&D), climate change, infrastructure, taxation, finance and trade.

Conference notes that:

- I. A range of generational challenges, including the legacy of the Covid-19 pandemic, the climate emergency, the energy crisis, the Governments failed deal with Europe and declining economic growth under the Conservatives make the adoption of an industrial strategy more necessary than ever.
- II. Other major economies, including Germany, China, the US and the EU have developed industrial policy responding to these challenges.
- III. The US Inflation Reduction Act, supply chain pressures involving China, and EU plans to reshore manufacturing also create a vital need for a UK industrial strategy.
- IV. In contrast, this Conservative Government took the ideological and damaging step of scrapping the UKs industrial strategy in 2021 and disbanding the Industrial Strategy Council oversight body.
- V. Since 2016, the Conservative Party's muddled and confused approach saw the business department restructured twice and the Secretary of State changed seven times, undermining stability and business confidence.
- VI. As a result of the Conservatives economic failures, the UK has experienced falling business investment, lower productivity, skills shortages, gaping regional disparities and anaemic growth.
- VII. An industrial strategy is vital for addressing the rise of Artificial Intelligence technology (AI),

which presents huge opportunities to transform our economy and people's lives for the better, whilst also presenting significant risks.

Conference celebrates Liberal Democrat achievements on industrial strategy in Government, including:

- A. Unlocking vital investment by setting up the Green Investment Bank, the British Business Bank and the Regional Growth Fund.
- B. Supporting manufacturing and SMEs, through the Business Growth Service, the Manufacturing Advisory Service and the Growth Accelerator Programme.
- C. Bringing together business and academia to power regional growth, by creating the Catapult centres, and creating two million new apprenticeships.

Conference reaffirms Liberal Democrat commitments to:

- i. Scrap business rates and replace them with a Commercial Landowner Levy.
- ii. Replace the broken apprenticeship levy with a broader and more flexible skills and training levy.
- iii. Follow the four-step roadmap towards rebuilding trade and cooperation with Europe set out in policy paper 144, Rebuilding Trade and Cooperation with Europe.
- iv. The devolution of responsibility for regional economic development as set out in the 2021 motion "A Framework for England in a Federal UK".

Conference therefore calls on the Government to:

- a. Establish a comprehensive industrial strategy, in partnership with business, civil society (including Trades Unions) and academia, focused on key economic and societal challenges.
- b. Ensure that the principles of tackling the climate emergency; boosting living standards; spreading prosperity everywhere in the UK; and growing the economy are at the heart of the industrial strategy.
- c. Provide a strategic framework for effectively addressing the needs of economically disadvantaged, remote or rural areas by collaborating with local, regional and devolved authorities in England, Scotland, Wales and Northern Ireland, to establish and set out how the strategy supports and facilitates industrial

Bring Back the Industrial Strategy

regeneration and innovation across all UK nations and regions.

- d. Work towards four key business priorities: a positive business climate; leveraging technology to supercharge the green economy; empowering small businesses to create prosperity in local communities, and boosting trade.
- e. Enable businesses to achieve these priorities by taking action in four key areas: enabling the workforce of tomorrow; investing in key infrastructure; scaling digital innovation and technology adoption; and creating financial markets that work for all businesses.

Conference further calls on the Government to:

1. Rebuild business and investor confidence by committing to fiscal responsibility, respect of international treaties, and the creation of a stable business environment.
2. Effectively communicate the objectives and tools of the industrial strategy to industry, to provide clear signals for investment and business decisions.
3. Build an inclusive economy with broad access to training and skills, by scrapping the lower apprentices wage band and boosting the take-up of apprenticeships.
4. Set up effective incentives for R&D investment, decarbonisation, and the take-up of digital technologies, especially among SMEs; and ensure that the UK's regulatory, R&D and tax frameworks are geared towards fostering innovation.
5. Set up a plan for investment in key infrastructure to enable the industrial strategy, covering areas including rail, building insulation, the national grid and EV charging.
6. Create a thriving manufacturing sector by investing in the skills of the future; promoting net-zero transport and energy efficiency; harnessing affordable clean energy; and adopting an ambitious international trade policy.
7. Power scale-up companies, especially outside of London and the South East, using innovative ways of crowding-in private sector investment, drawing from successful international models such as the French Tibi scheme.

8. Reestablish the Industrial Strategy Council (ISC) and put it on a statutory footing, to ensure vital oversight, monitoring and evaluation of the industrial strategy for the long-term.
9. Explore new ways to improve interdepartmental work on cross-cutting policies, such as giving the Cabinet Office more powers to coordinate and implement industrial strategy.
10. Bring forward legislation with the aim of creating a clear, workable and well-resourced cross-sectoral regulatory framework for AI, that promotes innovation while creating certainty for AI users, developers and investors; and establishing transparency and accountability for AI systems in the public sector.
11. Negotiate the UK's participation in the Trade and Technology Council so we can play a leading role in global AI regulation, and work with international partners in agreeing common standards for AI risk and impact assessment, testing, monitoring and audit.

Applicability: Federal; except i) (lines 52-53), and boosting the take-up of apprenticeships in 3. (line 85), and part of 5. (lines 91-93), which are England only.

Guest Speakers

Helen Morgan MP

Helen is one of our byelection winners this parliament.

She won her North Shropshire seat with the help of many Lib Dems from the North West and across the country in December 2021, with a majority of 5,925 (15.6%) on a swing of 34.1% from the Conservatives.

She previously stood for the seat in the 2019 election taking third place with 10%.

Helen will be joining us via Zoom.



Lord Goddard of Stockport

David Goddard, Baron Goddard of Stockport was made a Lib Dem peer in September 2014.

He had been a Stockport councillor from 1990 to 2012, losing his seat to Labour by just 45 votes. After two years off the council had regained his seat a few months before being appointed to the Lords.

From 2007 to 2012 he was leader of the council, following on from Brian Millard and later succeeded by Sue Derbyshire - both also Lib Dems.

Cllr Mark Hunter

Mark is leader of Stockport Council. The Lib Dems took minority control in 2022 with 28 of the 63 council seats and this May added two more to that tally while the Conservatives were wiped off the council.

He was previously MP for Cheadle 2005 - 2015, following on from Patsy Calton who won the seat by just 33 votes in 2001. For four years he served as Deputy Chief Whip in the Coalition Government.



Guest Speakers

Cllr Prue Bray

Lib Dem Councillor for Winnersh since 2000, Prue is currently Leader of the Opposition on Wokingham Borough Council. She got through to the series final of '15 to 1' in 1990.

Nationally she is Chair of ALDC's management committee. ALDC, the Association of Lib Dem Councillors & Campaigners, is a nationwide support organisation for... you'll never guess... campaigners and councillors. It's based in Salford.

She is also a school governor, parish councillor, Neighbourhood Action Group member and trustee of a local charity. She attended Manchester University but has lived in Winnersh for more than 25 years, with her husband and 3 children.



Cllr Tom Morrison

Tom is Parliamentary Candidate for Cheadle.

Living in the heart of Cheadle Village, Tom has a track record of fundraising and volunteering for charities both locally and regionally.

Growing up in a council property, Tom saw first hand the devastating effects of both Labour and Conservative policies had on communities across the country.

Citing the moment the Liberal Democrats got his mum a council house, Tom says that was the moment he became aware of the "positive impact politics could have on people's lives."

Cllr Lisa Smart

Lisa is Parliamentary Candidate for Hazel Grove.

Born and brought up in the North West, Lisa lives in Romiley with her partner Ed, who grew up in High Lane, and their rescue dog Bonnie.

Campaigns she has been at the heart of include securing Specialist Status for Stepping Hill Hospital, saving the Rose Hill to Manchester rail service, keeping the 380/381 bus running, and a campaign to get 20mph speed limits for residential roads and another seeking changes in the current rules for fixed speed cameras.



Annual General Meeting

Liberal Democrats North West Annual General Meeting 2023 Agenda

To be held at 12.30pm on 21 October 2022 as part of the Regional Conference

In person at the Guildhall, Stockport.

- Welcome
- Chair's Report
- Treasurer's Report including PPERA
- Appointment of Independent Inspector of Accounts
- Elections of the 2023 Executive
- Any Other Notified Business

Minutes of 2022 AGM - held at University of Cumbria, Lancaster

Chair's Report

Jane Brophy welcomed all and her written report was accepted, along with verbal remarks reflecting on her time as MEP and then Regional Chair. COVID has presented extra challenges in developing our work in the region. No questions put.

Treasurer's Report

John Skipworth presented the PPERA Accounts for 2021, as filed with the Electoral Commission. These were noted. Income from Bebington Liberal Club sale had helped provide a one-off boost which was directed to employing a Regional Development Officer.

The report also put the proposed budget for 2023. End of 2023 currently projected for a significant deficit and a new income sources needed. No questions put.

Other Reports

These were formally accepted.

Inspector of Accounts

David Birley was proposed as our Independent Examiner. Prop John Skipworth, Second Jackie Pearcey. Agreed.

Executive Elections and other internal elections for 2023

Nominations close at 4.30pm for the 2023 executive, giving support where needed across the region. We will have 11 representatives on English Council, which is proportional to membership.

Forms and box are at the reception desk, and nominations by email and post to the Returning Officer have been accepted

AONB

The meeting declared closed with a vote of thanks from Jane to Tim Young for organising the conference, and to the rest of the team Kev and Jen; and one moved by Lord Stunell thanking Jane for her work as Chair over the past two years.

Training Programme



Introduction to Fleet:

Join our technology team for an introduction to Fleet, the party's brand-new approved website tool. Learn how to create your first webpage and how to set up your new local party website. This will be a live demo followed by a Q&A.



Introduction to Targeted Email:

Meet Targeted Email - the party's new approved email tool in Connect. Join our technology team for a walkthrough of the tool and find out about the exciting new opportunities to use Connect data for campaigning. This will be a live demo followed by a Q&A.



Winning Online:

Ever wondered how social media can play a role in your local campaigns? Winning Online gives you all the tips and tricks for using Facebook to build your team and win you votes, followed by a Q&A with our digital campaigning experts.



HQ Guide To Best Practice:

Including how to write your local party diversity statement - a session for LP Diversity Officers and others doing that work such as LP Membership Officers.



Keeping Your Finances Legal:

A session on meeting the requirements of the PPER Act 2000 for Local Party Treasurers and anyone who is stepping up as Local Party Treasurer or Chair for 2024.



Campaigning for Beginners - Getting Started:

Whether it's a ward we've never fought or a council devoid of Lib Dem members how to get campaigning and visibility started in your area. Especially useful for new members but all welcome!



Drop In Space with the Campaigns Team:

Advice space whether it's planning a campaign, formatting a leaflet for your print shop, or getting a bit of IT working the way it needs to.

Conference: Speaker Card Tips

Debates are the heart of conference: they're where the party sets its policy and decides its future direction.

Any member of the North West Liberal Democrats who is registered to attend conference is entitled to speak in debates. All you need to do is fill in and submit a speaker's card and wait to see if you're called in the debate. At conference, speaker's cards are included in your welcome pack. They can also be collected from the Registration Desk.

There are three key points to remember to maximise your chances of being called:

1 Submit your card well in advance

If you hand your card in late, in a popular debate you're virtually guaranteeing you won't be called. The chair and aide team for the debate always meet in advance to plan the debate.

2 Fill in your card completely

The second major mistake potential speakers make is not to fill in their card completely. As well as the information on the front of the card (name, local party, for or against the motion, etc.), there are two sections on the back, for relevant background (professional or consumer experience, party background, etc.) and for a brief outline of what your speech is going to be about.

These sections are needed for the chair and aide to balance the debate – to make sure that people with relevant experience are called (not necessarily to the exclusion of others, but professional or user backgrounds are always valuable), and to make sure that they don't call a whole string of people who'll make the same point.

3 Make sure it's readable!

Don't take this as an invitation to fill every square centimetre of the card; and don't write illegibly, or in very small letters, or in green ink ... the easier you make it for the chair and aide to read your card the more likely you will be to be called.

How to fill in your speaker's card

The right way to fill in a speaker's card: clear, concise, to the point, and probably different from anyone else's

The wrong way to fill in a speaker's card (1): no useful information

Why should you be called to speak? What experience do you have on this topic?
Good knowledge of many aspects of climate change issue

What do you want to say that will make a difference to the debate?
Will speak generally in support of the motion but with some reservations

FOR HELP WITH FILLING IN THIS CARD, SEE THE SECTION ON 'SPEAKING IN CONFERENCE DEBATES' IN YOUR AGENDA.

The wrong way to fill in a speaker's card (2): too much information, but mostly neither helpful nor easily readable!

Why should you be called to speak? What experience do you have on this topic?
Member of GreenLib Press Campaign of often issues locally. Watched on 'Incorporate that'. Spoke at consultation on environmental issues

What do you want to say that will make a difference to the debate?
I am an avid environmental campaigner. I often speak at council on these issues. The problem with the environment is that lots of people speak about it but no one really knows what they can actually do to help the environment. Most people need real advice without they can do to help out. I have spoken locally on this before. What does the already better contribute to the motion?

FOR HELP WITH FILLING IN THIS CARD, SEE THE SECTION ON 'SPEAKING IN CONFERENCE DEBATES' IN YOUR AGENDA.

The right way to fill in a speaker's card: clear, concise, to the point, and probably different from anyone else's

Why should you be called to speak? What experience do you have on this topic?
Worked for energy company for the last 5 years, advising small businesses on energy saving options. Co-chair of campaign to persuade local council to improve environmental performance. PPE for local constituency have received good response to the decision to add Den environmental policies.

What do you want to say that will make a difference to the debate?
Want to support the motion and oppose amendment 1. Would probably like to speak on lines 25-27 getting the right mix of incentives, regulation and advice is crucial to ensure (particularly small business) risk avoided treatments. Also want to stress the role of the local authority and proper coordinated approach by sub-Dems in power locally.

FOR HELP WITH FILLING IN THIS CARD, SEE THE SECTION ON 'SPEAKING IN CONFERENCE DEBATES' IN YOUR AGENDA.



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Published & Promoted by Liberal Democrat Image on behalf of the Liberal Democrats
Printed by Lib

Liberal
Democ

Liberal Democrats
8-10 Great George Street

Liberal
Democrat

The Way Farnborough Ham

Great Ge

Liberal
Democrat

24 Cheyne Way Farnborough Hampshire

Printed by Lib

Great George Street London SW11 3AE

24 Cheyne Way Farnborough Hampshire GU14 8RX

London SW1P 3AE

24 Cheyne Way Farnborough Hampshire GU14 8RX

24 Cheyne Way Farnborough Hampshire

24 Cheyne Way Farnborough Hampshire