



Transport Delivery Committee

Date: Monday 5 February 2018
Time: 1.00 pm **Public meeting** Yes
Venue: Room 116, 16 Summer Lane, Birmingham B19 3SD

If you have any queries about this meeting, please contact:

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SUPPLEMENTARY AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
11.	Finance and Performance Lead Member Report	Chair	1 - 18	

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Transport



WEST MIDLANDS
COMBINED AUTHORITY

Delivery Committee

Date	5 February 2018
Report title	Finance Lead Member Report
Accountable Director	Sean Pearce Director of Finance Tel 0121 214 7936 Email - Sean.Pearce@wmca.org.uk
Accountable employee(s)	Linda Horne, Head of Finance & Business Planning Tel 0121 214 7508 Email Linda.Horne@wmca.org.uk
Report to be/has been considered by	Cllr Worrall (Lead Member- Finance and Performance Monitoring)

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the work of the Lead Member Reference Group to date, and its proposed programme of work for the coming months.

1. Background

- 1.1 The Lead Member Reference Group (LMRG) for Finance & Performance Reporting and its respective membership for the 2017-18 Municipal Year are:
 - Cllr. Worrall (Lead), Cllrs. Alden, Fazal and Akhtar
- 1.2 The Reference Group is not a formal sub-committee but brings a small group of members together to share briefings and discuss performance matters. The Group and/or Lead Member have met with the respective Finance Officers on eight occasions during the current Municipal Year. most recently on 15, 24 and 31 January in connection with the WMCA Overview & Scrutiny Committee's ongoing consideration of the Combined Authority's budget proposals for 2018-19 (Appendix 2 refers).

- 1.3 A copy of the Terms of Reference for the LMRG is outlined in Appendix.3
- 1.4 Members will be aware of the key drivers of the financial and performance strategies of the WMCA, in which Transport for West Midlands is the major vehicle for delivering much of the Combined Authority's visible service to the people of the West Midlands conurbation.

2. Progress to date

- 2.1 In addition to the bi-monthly meetings that will scrutinise the finance reports to the Transport Delivery Committee, additional meetings to be arranged as necessary throughout the year to consider particular aspects of finance and performance covering the following:
- ongoing review, monitoring and reporting on the TfWM in-year financial position and Transport Levy;
 - consideration of future Transport Levy requirements;
 - seeking value-for-money assurance on identified budgets and activity;
 - interfacing as appropriate, with WMCA Overview & Scrutiny Committee
 - comparison of Metropolitan Area Transport Governance Arrangements (Appendix 1)
 - Lead Member Response for Overview & Scrutiny Committee (OSC) 30 January 2018 (Appendix 2)

3. Forward Activity

- 3.1 In addition a number of areas of forward activity have been identified. Specific areas identified so far are:-
- TfWM Customer Services Provision;
 - benchmarking of TfWM Staffing Resources;
 - Midland Metro In-House Operation decision.
 - Consideration of Ring & Ride review proposals, to include existing and proposed co-operation between Ring & Ride and other accessible transport providers
 - Value-for-Money consideration of TfWM review of Other TfWM Accessible Transport Contracts
 - Consideration of progress of development of Network Resilience policies and projects
 - Consideration of development of TfWM 2018-19 budgetary proposals, to start in late summer 2018
 - plus any financial delivery matters referred to TDC by WMCA Board.

Metropolitan Area Transport Governance Arrangements – Powers and Legal Structures (Briefing Note)

Background

At 6 November 2017 Transport Delivery Committee, a note was requested on powers and legal structures for transport governance in English Metropolitan Areas. This note sets these out. This appendix summarises transport powers available to the different English Combined Authorities and provides an overview of what different areas have been able to achieve (extracted from Local Government Association “Devolution Register”).

West Midlands Metropolitan Area

Local Transport Authority (LTA)

The West Midlands Combined Authority is a mayoral combined authority, with constituent authorities and non-constituent authorities. The West Midlands Combined Authority is the local transport authority for the 7 constituent authorities of the metropolitan area (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton).

The local transport authorities for the non-constituent authorities are:

-Shropshire Council

-Staffordshire County Council (for Cannock Chase District Council and Tamworth Borough Council)

-Telford and Wrekin Council

-Warwickshire County Council (for Warwickshire County Council, North Warwickshire Borough Council, Nuneaton and Bedworth Borough Council, Rugby Borough Council and Stratford-on-Avon District Council)

-Worcestershire County Council (for Redditch Borough Council)

Transport for West Midlands is the executive body element of the Combined Authority responsible for delivering the Combined Authority’s transport functions.

In relation to transport, as part of the devolution deal the Mayor for the West Midlands will act as Chair to the West Midlands Combined Authority (WMCA) and will exercise the following powers and functions devolved from central government:

- Responsibility for a consolidated, devolved transport budget, with a multi-year settlement to be agreed at the Spending Review.

- Responsibility for franchised bus services, which will support the WMCA’s delivery of smart and integrated ticketing across the Combined Authority’s constituent councils.

- Responsibility for a new Key Route Network of local authority roads that will be managed and maintained at the Metropolitan level by the WMCA on behalf of the Mayor.

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Combined Authority Board and Transport Sub- Committee:

-West Midlands Combined Authority Board

-Transport Delivery Committee

Purpose of this committee is:

-To provide oversight of operational delivery of transport across the West Midlands.

-As requested by the Combined Authority Board or Leader with Transport responsibilities, advise on transport policy matters.

-Be responsible for the discharge of specified transport functions delegated by the Combined Authority Board.

TDC is made up of 19 members (Birmingham 7, Coventry 2, Dudley 2, Sandwell 2, Solihull 2, Walsall 2 and Wolverhampton 2). Chaired by Cllr Richard Worrall.

In more detail:

The following functions of the Combined Authority will be referred to the Transport Delivery Committee of the Combined Authority in consultation with the member designated as lead member for transport in order that recommendations may be made to the Combined Authority Board for decision:

I. receive policies that promote and encourage safe, sustainable, efficient and economic transport facilities and services

II. receive policy issues as specifically identified by the Combined Authority Board within the Work Programme

III. the relevant elements of the Combined Authority's revenue budget and levy

IV. Bus Quality Partnership Schemes

The following functions of the Combined Authority will be delegated to the Transport Delivery Committee of the Combined Authority in order for it to determine, subject to the Transport Delivery Committee of the Combined Authority exercising these functions in accordance with any transport policies of the Combined Authority, the Local Transport Plan / Strategy, and the Combined Authority's agreed transport budgets:

I. monitoring and overseeing the delivery of transport activities (including the power pursuant to s15 (6) of the Transport Act 1968) to such directions to officers of the Combined Authority as appears to the Transport Delivery Committee of the Combined Authority to be appropriate to secure the policy objectives of the Combined Authority

II. ensuring that the Combined Authority secures the provision of appropriate subsidised public passenger transport services under s9A (3) of the Transport Act 1968

III. considering and approving the creation and development of:

a. Ticketing Schemes under s135 - 138 of the Transport Act 2000

b. Concessionary Travel Schemes under s93 - 104 of the Transport Act 1985

IV. determining what local bus information should be made available, and the way in which it should be made available, under s139 - 143 of the Transport Act 2000

V. ensuring the outcomes of the Transport Delivery Committee can be appropriately delivered from within the funding allocations approved by the Combined Authority Board

VI. monitoring expenditure against its approved budget

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VII. approving and monitoring the Combined Authority minor transport works capital programme and the agreed budget for the scheme concerned

VIII. monitoring performance against the agreed delivery plan and Local Transport Plan/
Transport Strategy

IX. formulating, developing and monitoring procedures for public consultation of the Combined

Authority's transport policies

X. considering issues arising from the implementation of schemes for the introduction of smart ticketing systems and state of the art technologies

XI. determining the operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services, under s10 (1) of the Transport Act 1968 and within the agreed Combined Authority budget.

Make recommendations to the lead member for Transport in connection with the Combined Authority disposing of, acquiring or developing any land related to transport outcomes.

Greater Manchester

Local Transport Authority (LTA)

The Greater Manchester Combined Authority is a Mayoral Combined Authority. The Greater Manchester Combined Authority is the local transport authority for the 10 constituent authorities of Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan)

Transport for Greater Manchester is the executive body element of the Combined Authority responsible for delivering the Combined Authority's transport functions.

Combined Authority Board and Transport Sub- Committee:

-Greater Manchester Combined Authority

-Transport for Greater Manchester Committee

Transport for Greater Manchester Committee is a Joint Committee of the Greater Manchester Combined Authority and the 10 Greater Manchester District Councils. This Committee is responsible for advising the GMCA on transport policy, recommending how much money is spent on supporting public transport and monitoring the quality and performance of transport services.

TfGMC is made up of 33 members, proportionally reflective and chaired by Cllr Andrew Fender (Manchester City Council).

The Transport for Greater Manchester Committee has 3 further sub-committees:

Capital Projects and Policy, Bus Network and TfGM Services, Metrolink and Rail Networks.

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West Yorkshire

Local Transport Authority (LTA)

The West Yorkshire Combined Authority is a non-Mayoral Combined Authority. The West Yorkshire Combined Authority is the local transport authority for the 5 constituent authorities of West Yorkshire (Bradford, Calderdale, Kirklees, Leeds, Wakefield).

York City Council is a non-constituent authority and is its own Local Transport Authority.

West Yorkshire CA uses the “Metro” brand for public transport services and products previously delivered by the PTE in West Yorkshire.

Combined Authority Board and Transport Sub- Committee:

-West Yorkshire Combined Authority

-Transport Committee

The role of the Transport Committee is to monitor and manage the delivery of the Single Transport Plan across the combined area and determine which public passenger transport services the Combined Authority should secure to meet public transport requirements.

The Committee has 19 members, proportionally reflective and is chaired by Cllr Keith Wakefield OBE (Leeds CC).

There are also 5 transport consultation sub-committees: Bradford, Calderdale, Kirklees, Leeds and Wakefield Consultation Sub-Committees.

Sheffield City Region

Local Transport Authority (LTA)

The Sheffield City Region Combined Authority is a non-Mayoral Combined Authority. The Sheffield City Region Authority is the local transport authority for the 4 constituent authorities of South Yorkshire (Barnsley, Doncaster, Rotherham, Sheffield). The non-constituent authorities have LTAs as follows:

Derbyshire County Council (for Chesterfield Borough Council, Bolsover District Council, Derbyshire Dales District Council and North East Derbyshire District Council)

Nottinghamshire County Council (for Bassetlaw District Council)

An election is being held in May 2018 to elect the first mayor of the Sheffield City Region Combined Authority.

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Combined Authority Board

-Sheffield City Region Authority

There is no Transport Committee in 2017/18

Liverpool City Region

Local Transport Authority (LTA)

The Liverpool City Region Authority is a Mayoral Combined Authority. The Liverpool City Region Authority is the local transport authority for the 6 constituent authorities of Merseyside: Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral.

Warrington Borough Council and West Lancashire Borough Council are non-constituent authorities.

Warrington Borough Council is an LTA, whilst West Lancashire's Local Transport Authority is Lancashire County Council.

Merseytravel is the executive body element of the Combined Authority responsible for delivering the Combined Authority's transport functions.

Combined Authority Board and Transport Sub- Committee:

-Liverpool City Region Combined Authority

-Transport Committee

This committee has 26 members chaired by Cllr Liam Robinson.

The Transport Committee's role is to undertake transport and travel policy functions on behalf of the Combined Authority, together with certain delegated functions in relation to transport and travel, the development of funding proposals and oversight of Merseytravel as the Passenger Transport Executive and Executive Body for the Combined Authority.

North East

Local Transport Authority

The North East Combined Authority is the Local Transport Authority of the 5 constituent authorities of Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland) and the constituent authorities of Durham and Northumberland, who have some delegated transport functions.

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Nexus is the executive body executive element of the Combined Authority responsible for delivering the Combined Authority's transport functions within Tyne and Wear.

There are three delivery organisations:

- Durham County Council manages delegated transport functions within its own boundary
- Northumberland County Council manages delegated transport functions within its own boundary.
- Nexus manages the functions which it previously delivered within the Tyne and Wear area.

Combined Authority Board and Transport Sub Committee

- North East Leadership Board
- Transport North East Committee

This committee has 14 members chaired by Cllr Nick Forbes.

The Transport North East Committee advises the Combined Authority and oversee the delivery of transport functions across the area. There is also a further delegation from the Transport North East Committee to the Tyne and Wear Sub-Committee in respect of the area of the Tyne and Wear Authorities. Northumberland and Durham County Council's committees govern the delegated transport items for these 2 counties.

Tees Valley and West of England Combined Authorities

2 new Combined Authorities have been set up in 2016 for other English conurbations: Tees Valley Combined Authority, for Teesside, and West of England Combined Authority for the Bristol urban area.

Tees Valley Combined Authority is a Mayoral Combined Authority with 5 constituent authorities: Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees. The Combined Authority's Transport Committee has 6 members chaired by Cllr Bill Dixon.

West of England Combined Authority is a Mayoral Combined Authority for 3 of the 4 authorities of the Bristol urban area: its constituent authorities are Bristol, South Gloucestershire and Bath and North East Somerset. North Somerset District Council is not a member of the Combined Authority but works in partnership with the Combined Authority on issues such as a joint West of England spatial plan.

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Lead Member's Preamble

In line with the TDC decision to delegate the TDC's response to the OSC to the LMRG, the response below was approved by Cllrs. Davis and Huxtable, and was considered by OSC at its meeting on 30 January. In connection with OSC's deliberations, Finance and Performance LMRG met on 15 January immediately prior to the OSC Budget Task & Finish Group on the same date, which I attended. I and Cllr. Akhtar attended Mayor's Question Time on 24 January, and I attended the full OSC meeting on 30 January at which the Lead Member response, below, was considered.

I was not part of discussions then taken by the OSC in private session, so I cannot advise what representations they will be making to the WMCA as regards the 2018-19 Budget proposals.

*Cllr. Richard Worrall
Lead Member, Finance & Performance LMRG*

TDC Finance & Performance Lead Member Response for Overview & Scrutiny Committee, 30 January 2018

This is the response to the transport queries that were raised at the formal Overview & Scrutiny Budget Task Group meeting on 15 January and the Mayoral Questions session on 24 January. This response was delegated by the West Midlands Transport Delivery Committee (TDC) to its Finance and Performance Lead Member Group (LMG) subject to approval of its two Vice-Chairs, Cllrs Davis and Huxtable.

The information has been prepared by finance officers and Cllr. Worrall, Finance & Performance Lead Member and in consultation with LMG members Cllrs. Pervez Akhtar and Robert Alden.

1. Mayor's Precept and the Transport Levy

In terms of the Mayor's Precept, the TDC will need to understand more fully whether there is any potentially adverse impact on the delivery of the Investment Programme, or on TfWM revenue resources more generally, should the WMCA Board position remain that it is 'not minded' to agree the Mayor's precept.

The prospect of no precept does beg the question: could or would any of the shortfall be expected to be found from within the current Transport Levy? OSC members will note from the appended budget presentation that the Levy has been cut by 19% over the past six years (and is planned within the draft Combined Authority budget to be stabilised at the reduced level of £114.1 million over the coming three years).

While core TfWM services have been maintained notwithstanding the 19% cuts, TfWM's budget is now at the point where any future significant cuts in, or substantial additional calls on, the existing levy, would lead to pressure on discretionary services, ie, those not required by statute,

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for example, Ring & Ride and concessionary travel 'extras' such as travel on trams and trains.

2. TfWM Branding and Capital Investment £1.8m set-aside: TDC Finance & Performance LMG to address review/outputs and Value for Money

In October 2017, the Combined Authority Board approved the proposed West Midlands Brand Framework, which is based on a family of brands with common features as part of delivering as unified brand for the region.

The Board also approved the approach required of each corporate entity, including TfWM, to develop and finalise individual organisational brands against the principles of the Framework.

The new rail franchise for the West Midlands includes an obligation to use the (first-ever) brand specified at regional level, and an adaptation of this brand will now be used for the tram when the operation is brought in-house under Midland Metro Limited later this year.

The brand roll-out for the West Midlands will commence this year as part of defining a regional transport network. The allocation to reserves supports the October 2017 paper and sets funding aside. It is expected that the allocation to reserves will support this work, and a separate report will be brought to the Combined Authority Board once a plan is in place.

The remainder of the allocation to reserves will support future capital investment around some of the transport priorities currently included within the ten-year Transport Delivery Plan. A clear focus here will relate to resilience work and preparations for Commonwealth Games delivery across the region. There is also a welcome separate allocation in respect of the successful Coventry City of Culture bid.

It is suggested that, should OSC have an issue with the Brand Framework policy and/or the amount set aside for it, any scrutiny should be directed to the Mayoral Combined Authority Board which sets policy, and which, in this instance, has approved the policy in question and the funding that goes with it; OSC members are reminded that the TDC's remit is limited to overseeing the effective detailed delivery of whichever transport policies the WMCA Board approve (and that will include over-sight of the implementation of the Branding Framework).

3. Ring & Ride and other TfWM Accessible Transport Contracts

(a) Ring & Ride

The Ring & Ride budget has been cut over recent years from just over £12m to just above £7m, in consequence of which fares were introduced after 25 years as a service free at the point of use, and there have been further fare rises and some cuts in the level of service since then. The impact of the substantial cuts has been mitigated to some degree by an increased focus on contract work (eg, education and tendered bus services), income from which is applied to the support of Ring & Ride services. In consequence of the introduction of fares, patronage has fallen significantly and for a period, there

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appeared to be a threat to the very existence of the service, and a 58,000-signature petition was presented to the then ITA (Integrated Transport Authority comprising the seven District Council Leaders).

The ITA agreed that the then Leader of Sandwell MBC, the late Cllr. Darren Cooper, would conduct a review, and the outcome was agreement to a three-year budget with the expectation that this financial stability would enable Ring & Ride to halt the ongoing drop in patronage, stabilise numbers and then gradually build them up.

It is important to point out that any further substantial cuts in the Ring & Ride budget in the future would lead to major reductions in service levels, increased fares and the likelihood of the organisation ceasing to be a viable entity: for this reason, and assuming this is not an outcome that WMCA would wish to see, then it would be important for the survival of the service, when the current three-year budget comes to an end, to set a further three-year budget at around or above, and certainly not substantially below, the current level.

An independent review of the Ring & Ride service was commissioned in 2016, as the existing three-year funding arrangements will come to an end in March 2019. Officers are currently considering the outcome of the review and will be working up proposals for TDC members to consider in summer this year. At this stage, TDC members are not informed of the findings and recommendations of the review, but whatever proposals are brought before, and approved by the TDC, will be recommended to WMCA Board in good time, so that any funding implications are known this year before the WMCA Board starts considering budget proposals for 2019-20.

The review will identify improved ways of working, potentially using other complementary solutions or services, and ways of serving new groups of West Midlands residents and destinations which could benefit from demand-responsive services such as Ring & Ride.

A long-standing wish of elected members of TDC and its predecessor bodies is to see maximal co-operation between Ring & Ride and all other providers of accessible transport resources, e.g., District Council, NHS and the voluntary/community sector, and members of both the TDC and no doubt OCS will want to understand both progress to date and also what will be done to maximise co-operation going forward to make optimal use of partners' (dwindling) resources. This might be something for a scrutiny exercise once the review becomes available to OSC.

(b) Other TfWM Accessible Transport Contracts

In addition, there is a current TfWM review of minor Accessible Transport contracts (ie, Prison Visitors' Service, Community Transport Shoppers' Services) with proposal to be brought to a future meeting of TDC (to be included in the forward plan).

Albeit the sums involved, measured against the overall TfWM budget (and indeed against its accessible transport element), are relatively small, the LMG are concerned at value for money in terms of cost per passenger of some of the contracts, the issues being (i) whether each service concerned is actually necessary; and (ii) where services are deemed to be necessary, whether they can be delivered differently and effectively and at less cost per passenger carried.

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4. Network Resilience: breakdown of the Budget ask + what it will deliver

This is set out in tabular form below. We have two observations by way of introduction:

First, as with the comments on the Branding Framework and the budget that goes with it (see 2. above), this is a policy matter and indeed an area of delivery that is only just getting off the ground in a cohesive way with the appointment of Anne Shaw to WMCA, and the TDC's role will be to oversee delivery of the policies out there on the ground once implementation begins.

Second, it is acknowledged, and OSC colleagues will no doubt agree, that the growing extremes of congestion, among other adverse effects, have a huge economic impact and also impact directly upon public transport and the costs of providing it: for example, bus operators on key corridors now have to find additional resources, as more buses are needed than previously just to maintain existing levels of service, while lengthier journey times make bus travel less attractive in retaining passengers and in attracting new ones out of their cars.

As far as TfWM is concerned, it - with approval of the TDC - is piloting a trial removal of closely-spaced bus stops on routes from the southern suburbs into Birmingham City Centre to see whether and how far that might improve reliability while maintaining acceptable levels of access - a difficult decision, but one that will provide an evidence base for future policy.

This is manifestly difficult territory, but a key area that, as a region, we have to address effectively, which is the rationale for the Network Resilience policy and the budget that goes with it.

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Network Resilience	2018/19 £'000	Explanation/Outcomes
Demand Management Head/Manager	82	To develop suitable programmes which will proactively manage behaviour change to re-route, re-time, re-mode or remove journeys in order to mitigate the impacts of HS2 and other transport infrastructure projects.
Business Engagement Behaviour Change Officers	76	Two FTE's to deliver the demand management plan and support businesses impacted by major infrastructure works to ensure employees and supply chain impacts are minimised.
Communications	105	Two FTE's to develop and deliver a comprehensive communications plan with residents and businesses of the West Midlands to inform and advise on major construction programmes and to support the take up of demand management proposals. This will include a coordination with other delivery partners on their programmes and communications plans.
Key Route Network Manager	82	To work with partners to develop corridor strategies to improve the performance and safety of the key route network in order to ensure efficiencies and capacity needs are realised alongside economic growth as well as understanding of the impacts of construction programmes and implementation of suitable mitigations alongside demand management programmes.
Key Route Network Permit Scheme Coordinator	73	To coordinate the collection of a single view of programmes of work on the key route network and work with the KRN Network Manger to ensure that the performance of the KRN is not severely impacted and suitable mitigations to manage resulting congestion are proactively managed.
Graduate and Project Manager (from 1 Oct 2019 following RICC business case work)	54	To support the work of the wider team with data manipulation and development of suitable business cases to bring forward a programme of mitigations and demand management techniques and enabling a single view of the operation of the transport network across all modes to enable operational and tactical responses to incidents as well as planned events in order to manage proactively congestion.
Congestion Mitigation Campaign work	100	Campaign costs to ensure that the impact of the mitigation congestion campaign is achieved.
Total	572	

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5. £1m Investment Programme Governance

This consists of two elements supporting the delivery of the £8 billion Investment Programme:

- £0.5 million - WMCA Programme Governance, namely resource costs covering Programme Assurance, Finance, and Legal support; and
- £0.5 million - HS2 Growth Strategy Programme Delivery Team, currently employed by Birmingham City Council who oversee the delivery of the Midlands HS2 Growth Strategy and associated benefits.

6. TDC Member Allowances and Governance Arrangements

A review of allowances was undertaken by Declan Hall in early 2015 with recommended changes which took effect in 2015-16: this includes a basic £4,000 for each of the 19 TDC members, plus five Special Responsibility Allowances, a total annual cost of just over £125,000.

Subsequent to this, earlier in the present Municipal Year, 2017-18, the TDC recommended, and the Mayor and the WMCA Board subsequently approved, a revision to that part of the scheme relating to Special Responsibility Allowances (SRAs); this saw a move from the previous 'controlling group takes all' approach to one of party-political proportionality: it was achieved by cutting the amount of some SRAs to enable an additional SRA to create a second TDC Vice-Chair allocated to the Leader of the Opposition within the existing allowances budget.

The six Lead Member responsibilities have been allocated proportionately in the ratio 2:1 to reflect this year's political balance, so that Labour have four SRAs and the Conservatives have two. Proportionality is also the basic principle underlying the membership of the TDC's six Lead Member Groups, albeit no-one is going to be turned away if genuinely interested in taking part.

Notwithstanding the Mayor's response to the question about TDC members' allowances, which was that no changes envisaged, what is evident from observation of the evolution of WMCA and its range of developing functions is that we have a hybrid of old and new.

The 'old' are the descendants of the former Joint Boards (Fire, Police and Transport) which all had member allowance schemes and still have them, albeit now in changed or changing form (e.g. there's no Police Committee, but a PCC with an allowance until his responsibilities become part of the Mayoral duties from 2020).

The 'new' is that the CA has a widened range of functions, albeit transport remains by far the biggest budget head, but - apart from the elected Mayor and the PCC - the remaining voting CA Board members - the District Leaders - have no allowance, and nor do the numerous elected members who populate the various commissions and the OSC (which, as members pointed out to the Mayor at Question Time, is under-resourced in terms of staffing support, with the result that OSC's effectiveness is constrained).

Given this situation, it seems likely that there *will* be a need for a general review once WMCA had bedded in further, across all its functions, and this would need to include

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consideration of elected member workloads and remuneration where it exists (or currently doesn't).

7. 2018-19 Transport Levy Budget

Appended to this report for OSC members' information is the 2018-19 Transport Levy budget presentation that was considered at the 8 January meeting of WMTC.

8. Any Questions, Anything Missed Out?

OSC members are welcome to ask questions, point out things that have been missed or raise new transport-related items and answers will be given either on the spot or promptly thereafter.

Acknowledgements

I'd like to thank WMCA finance officers Linda Horne, Wayne Farrington and Louise Cowen for their helpful, informative, support and good-humoured involvement in the Lead Member Group for Finance & Performance, and in the preparation of this report to the OSC.

Likewise, many thanks are due to TDC Lead Member Group colleagues Pervez Akhtar and Robert Alden who have contributed both in a formal setting to the LMG meetings and informally in terms of providing their comments outside of meetings.

Richard Worrall
Lead Member,
TDC Finance & Performance LMG
29 January 2018

Appendix 3

FINANCE AND PERFORMANCE REPORTING:

Terms of Reference

- To co-ordinate joined-up activity across Lead Member Reference Group and Transport Delivery Committee meetings in order to deliver the West Midlands Combined Authority's objectives.
- To assess the delivery implications of new initiatives and proposals, and provide advice to the Chair and Lead Members of Transport Delivery Committee.
- To promote innovation in the financing and delivery of integrated transport initiatives.
- To co-champion the development of funded Sustainable Urban Mobility Plans
- To provide assurance to the TDC that WMCA's financial management arrangements are sound.
- To ensure financial reporting is timely, clear and transparent.
- To champion the delivery of the West Midlands Combined Authority's activities on time and within budget.
- To ensure that performance monitoring of delivery activities were sound and provided visibility of performance and performance management processes to the Transport Delivery Committee.
- To ensure that all Lead Members are made aware of finance resources and business plan issues that impact on their areas of responsibility.
- To ensure that all reports received by the Transport Delivery Committee meetings include the financial implications of proposals, specifically with respect to value for money considerations.
- To give policy guidance and input during the preparation and clearance of reports within the portfolio area that are to be considered at any Transport Delivery Committee meeting.

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