



Transport Delivery Overview & Scrutiny Committee

Date: Monday 18 March 2024

Time: 1.00 pm **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham, B19 3SD

Membership

Councillor John McNicholas (Chair)	Coventry City Council
Councillor Mary Locke (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Aqeela Choudhry	Sandwell Metropolitan Borough Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Amo Hussain	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Narinder Kaur Kooner OBE	Birmingham City Council
Councillor Emma Marshall	Worcestershire Non-Constituent Local Authorities
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council
Councillor Steve Melia	Sandwell Metropolitan Borough Council
Councillor Saddak Miah	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Ian Nellins	Shropshire Non-Constituent Local Authorities
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Robert Tromans	Warwickshire Non-Constituent Local Authorities
Councillor Antony Tucker	Coventry City Council
Councillor Ian Ward	Birmingham City Council

Quorum for this meeting shall be 14 members.

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

Contact Janna Simpson, Governance Services Officer
Telephone 07769 301598
Email janna.simpson@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Chair's Remarks	Chair	None
4.	Minutes - 26 February 2024	Chair	1 - 8
5.	Task & Finish Scrutiny Review - 'The Effectiveness of the WMCA's Member Engagement and Development' - Final Report	Chair	9 - 16
6.	Network North funding and Midlands Rail Hub	Tom Painter	17 - 20
7.	Regional Road Safety Annual Review 2023-24	Darren Divall	21 - 40
8.	Capital Performance Report	Jenni MacKenzie	41 - 48
9.	Member Engagement Groups – Progress Report	Chair	49 - 54
10.	Work Programme a) Transport Delivery Overview & Scrutiny Work Programme b) WMCA Forward Plan	Lyndsey Roberts	55 - 64



**West Midlands
Combined Authority**

Transport Delivery Overview & Scrutiny Committee

Monday 26 February 2024 at 1.00 pm

Minutes

Present In Person

Councillor John McNicholas (Chair)
Councillor Mary Locke (Vice-Chair)
Councillor Pervez Akhtar
Councillor Robert Alden
Councillor Timothy Huxtable
Councillor Carol Hyatt
Councillor Narinder Kaur Kooner OBE
Councillor Martin McCarthy
Councillor Saddak Miah
Councillor Josh O'Nyons
Councillor David Stanley
Councillor Robert Tromans
Councillor Ian Ward

Coventry City Council
Birmingham City Council
Coventry City Council
Birmingham City Council
Birmingham City Council
City of Wolverhampton Council
Birmingham City Council
Solihull Metropolitan Borough Council
Birmingham City Council
Solihull Metropolitan Borough Council
Dudley Metropolitan Borough Council
Warwickshire County Council
Birmingham City Council

Present Virtually

Councillor Emma Marshall

Worcestershire Non-Constituent Local Authorities

Councillor Barbara McGarrity

City of Wolverhampton Council

Councillor Alan Taylor

Dudley Metropolitan Borough Council

Councillor Antony Tucker

Coventry City Council

In Attendance

Dan Essex
Helen Edwards
Lyndsey Roberts
Kate Taylor
Adam Harrison
Mike Waters
Pete Bond
Thomas Skidmore

Governance & Scrutiny Manager
Director of Law & Governance
Statutory Scrutiny Officer
Finance
Principal Policy & Strategy Officer
Director of Policy, Strategy & Innovation
Head of Operational Assets
Head of Integration - Transport Lead

- | Item No. | Title |
|-----------------|---|
| 65. | Inquorate Meeting
The Chair noted that the meeting was inquorate, and therefore the recommendations arising from the meeting would be required to be approved at the next meeting of the committee on 18 March 2024. |
| 66. | Apologies for Absence
Apologies for absence were received from Councillor Aqeela Choudhry (Sandwell), Councillor Zaker Choudhry (Birmingham), Councillor Amo Hussain (Walsall), Councillor Gurmeet Singh Sohal (Walsall) and Councillor Ian Nellins (Shropshire). |
| 66. | Chair's Remarks
The Chair raised the Medium-Term Financial Plan that was presented at the WMCA Board in January and invited the Head of Finance Business Partnering & Strategic Planning to update the committee on the approved 2024/25 budget. She confirmed that the decision to not increase the transport levy would require further discussions with constituent authority leaders to understand and mitigate the implications of the financial challenges within the transport budget. Councillor Pervez Akhtar emphasised the importance of understanding the implications of financial challenges in the context of the current cost-of-living crisis. The Chair confirmed it was crucial for the committee to understand the implications of the funding situation and how it would affect the WMCA's financial strategy and operations. He requested a further briefing on this ahead of the next meeting of the committee. |
| 67. | Minutes - 22 January 2024
The minutes of the meeting held on 22 January 2024 were agreed as a correct record, subject to an amendment to minute no. 61 ('Ring & Ride Target Operating Model') to better reflect the discussion held on this item, as follows:

"The committee considered a report of the Head of Network Transformation on the Ring & Ride target operating model. The report set out the drivers of change, along with the emerging future target operating model for the region's Ring & Ride service, seeking endorsement of the proposed approach.

In response to question from the committee, the Head of Network Transformation confirmed that although depots would be centralised, cross-border travel would not be negatively affected.

Councillor Ian Ward emphasised that the review should consider providing fair access and addressing transport barriers. Councillor Carol Hyatt recognised the capacity constraints of the service, with the limiting factors being the number of buses and drivers rather than the potential number of passengers. Councillor Pervez Akhtar inquired about funding possibilities from Network North, and a discussion was held around the allocation of funding for the review and the need for additional data. |

The committee suggested that the criteria be reviewed and the possibilities for subsidising service use for community diagnostics, with the possibility of revisiting these matters at a future meeting.”

The Director of Integrated Transport Services reassured the committee that the notes taken by officers on this matter had been comprehensive and would be reflected in future consideration of this matter.

68. Deeper Devolution (Transport) - Implementation Plan

The committee considered a report of the Principal Policy & Strategy Officer providing an update on the Deeper Devolution Deal, particularly focusing on the Transport Implementation Plan. He provided insights into the progress made since the last update and outlined key commitments for the future.

Councillor Carol Hyatt raised concerns regarding the delays in implementing the Bus Service Operators Grant, and the Principal Policy & Strategy Officer confirmed that Transport for West Midlands was advocating for a devolved approach to achieve the best outcomes for the region.

In response to Councillor David Stanley, it was confirmed that the West Bromwich to Brierly Hill Exchange and Arden Cross had received additional funding but would need to go through the business case process, with presentations scheduled for the WMCA Board in July.

In response to questions around the Digitising Street Space project, the Director of Policy, Strategy & Innovation provided details on how street space could be managed more effectively through technical solutions, and clarified that the project primarily involved back-office systems to improve processes. The Executive Director of Transport for West Midlands reiterated the project's objectives and its limited impact on roadside operations.

Recommended:

- (1) The progress on delivering against the Deeper Devolution Deal transport implementation plan be noted.
- (2) The risks emerging on a number of deal elements and the proposed mitigations being taken to manage them be noted and endorsed.

69. Public Transport Real Time Information (RTI) System Improvements

The committee considered a report of the Director of Policy, Strategy & Innovation on the progress made by Transport for West Midlands in enhancing the customer experience through improved Real-Time Information provision. He sought input into a draft communications plan which was intended to inform passengers of the improvements being made and what they could expect to see over the coming months and years.

Councillor Carol Hyatt praised the officers for their transparency and constructive dialogue during the most recent Member Engagement Group and emphasised the critical need for funding to support transportation improvements. Councillor Timothy Huxtable stated that the discussion on Real Time Information would be also brought to the Rail, Metro & Sprint Member Engagement Group in order to be inclusive of the transport network. Councillor Narinder Kaur Kooner highlighted the challenge of Real Time Information access at bus stops without shelter in areas where there was not a high use of technology, advocating for inclusive policies. This was seconded by Councillor Robert Tromans, who emphasised the importance of user-friendly QR codes for Real Time Information.

The committee were assured of the cost effectiveness of QR codes and Councillor Timothy Huxtable suggested promoting these services in order to boost patronage and reduce subsidisation. The committee also received confirmation that all Real Time Information improvements were independent of bus franchising.

Recommended:

- (1) The progress to date in securing funding and implementing an improvement action plan to increase the performance of the region's Real Time Information system, including the on-going performance monitoring regime, be noted.
- (2) The issues within the Real Time Information system which were hampering the targeted level of customer experience, but which were inherent in a complex system of systems operated by multiple stakeholder organisations, be noted.
- (3) Comments were provided on the proposed communications plan to inform customers of the issues and the improvements that they could expect to see over the coming months and years which would be used to inform the development of the final plan.

70. Park & Ride Update

The committee considered a report from the Head of Integration on an overview of the park and ride estate of the WMCA, including background information on the estate and its planned and ongoing strategy and development.

Councillor Timothy Huxtable highlighted the importance of integrating the bus network with park and ride facilities for a cohesive transport system, which was acknowledged by the Head of Integration who mentioned ongoing efforts towards this goal. Legal challenges were noted regarding electric vehicle charging rollout. The Director of Integrated Transport Services confirmed a CCTV camera refresh and plans for environmentally friendly lighting updates. Discussions were held around mobility hubs' integration and parking shortages, and Councillor Robert Alden suggested cost-saving measures for electric vehicle chargers. The Head of Integration agreed to consider adding park and ride facilities to other stations, supported by metro and buses, with additional park and ride options under consideration.

Recommended:

The approach to the continued strategic and operational development of Park & Ride following the Covid-19 pandemic be endorsed.

71. West Midlands Cycle Hire Scheme Update

The committee considered a report of the Head of Operational Assets on an update on the West Midlands cycle hire scheme launched in 2021. The report set out achievement of targets, performance, management and integration with other schemes such as e-scooters.

The committee discussed operational challenges and improvements, with a focus on the recovery plan. Details of scheme realignment and next steps were also considered, including ongoing efforts to secure a sponsor. Councillor Martin McCarthy raised concerns regarding losses and the online sale of batteries. The Implementation Manager for the cycle hire scheme highlighted efforts to redesign the payment and tracker system for future contracts, including secondary tracker implementation and tracker movement. He emphasised the redesign of bike offers to ensure the best value-for-money contract was in place, assuring the committee that work was actively underway.

Recommended:

- (1) The additional funding requirement of £2.1m to take the scheme through to the end of the existing contract in October 2025, requiring WMCA Board approval, be endorsed.
- (2) The conclusion of options appraisal of the existing scheme, and interim measures taken to improve performance of the scheme and mitigate the challenges reported in Autumn 2023, be endorsed.
- (3) The original objectives of the scheme and the level to which these were being met through the existing scheme, as set out in the WMCA Board report of 24 July 2020, be noted.
- (4) The link between the existing West Midlands cycle hire scheme and the developing Local Travel Points, that would include further cycle hire scheme along with improved safety and security measures, be noted.

72. Member Engagement Groups – Progress Report

The lead members of the Membership Engagement Groups provided updates on their last meetings. The committee endorsed recommendations to incorporate discussed matters into the committee's work programme and future member briefings.

Recommended:

- (1) The report be noted.

- (2) It be agreed that a member briefing would be provided on ZEBRA and bus franchising.

73. Work Programme

The Statutory Scrutiny Officer confirmed additions to the committee's work programme, and assured the committee that all matters raised during the year would be addressed by the end of the municipal year.

74. Date of Next Meeting

Monday 18 March 2024 at 1:00pm

The meeting ended at 3:00pm

DRAFT

Delivery Overview & Scrutiny Action Tracker

STATUS	CREATION DATE	REPORT ITEM	ACTION ITEM	ASSIGNED TO	DUE DATE	COMPLETION DATE
Complete	3-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Develop and deliver a training programme for members of the Transport Delivery Overview & Scrutiny Committee	Lyndsey Roberts / Governance Service	Ongoing	1-Oct-23
Complete	3-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Chair of TDOSC to meet with Scrutiny Champions to discuss ways of working and the work programme	Chair / Governance Services	14-Aug-23	14-Aug-23
Complete	4-Sep-23	Financial Monitoring Report	Pete Bond to liaise directly with the finance team and Cllr Akhtar on the repurposing of BSIP funding	Pete Bond	30-Oct-23	30-Oct-23
Complete	4-Sep-23	Financial Monitoring Report	Capital Monitoring Interim Report to be provided at the Finance MEG on 3 October	Anne Shaw	30-Oct-23	30-Oct-23
Complete	4-Sep-23	Deeper Devolution Deal (Transport) - Implementation Plan	Circulate a briefing note to TDOSC members setting out an assessment of most suitable mode of transport within each of the region's transport corridors, undertaken as part of the CRSTS programme.	Carl Beet	1-Dec-23	19-Dec-23
Complete	4-Sep-23	Deeper Devolution Deal (Transport) - Implementation Plan	Six monthly report to be received on the Deeper Devolution Deal Transport Implementation Plan	Adam Harrison / Janna Simpson	4-Sep-23	1-Oct-23
Complete	4-Sep-23	Work Programme	Rail ticket office closure update to be received at the next TDOS Committee	Tom Painter / Janna Simpson	30-Oct-23	30-Oct-23
Complete	30-Oct-23	MEG Progress Report	Councillor Carol Hyatt be provided with a briefing on the passenger support services provided at bus stations across the region.	Sarah Jones / Pete Bond	1-Dec-23	8-Jan-24
Complete	30-Oct-23	MEG Progress Report	The next meeting of the Passenger First MEG to consider an item on demand responsive transport.	Stephen Holloway	15-Nov-23	15-Nov-23
Complete	11-Dec-23	Financial Monitoring Report	KateTaylor to confirm realtime information spend to Cllr Carol Hyatt. Action has now been transferred to Pete Bond/Mike Waters to be closed at Passenger First MEG.	Pete Bond	1-Feb-24	29-Jan-24
Complete	22-Jan-24	Ring and Ride Target Operating Model	Ring and Ride and NHS Patient Transport Note to be sent to members	Pete Bond / Steven Hayes	26-Feb-24	26-Feb-24

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Transport Delivery Overview & Scrutiny Committee

Date	18 March 2024
Report title	The Effectiveness of Member Engagement and Development - Final Report of the Task & Finish Group
Members Undertaking the Review	Councillor John McNicholas (Chair) Councillor Pervez Akhtar Councillor Cathy Bayton Councillor Carol Hyatt Councillor Timothy Huxtable Councillor Mary Locke Councillor Martin McCarthy Councillor David Stanley Councillor Ian Ward
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employees	Dan Essex, Governance & Scrutiny Manager email: dan.essex@wmca.org.uk James Hughes, Member Relationships Manager email: james.hughes@wmca.org.uk Lyndsey Roberts, Statutory Scrutiny Officer email: lyndsey.roberts@wmca.org.uk
Report has been considered by	n/a

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Endorse the conclusions and recommendations of the task & finish group, as set out within paragraph 4.1 of the report below, for submission and consideration by the WMCA Board on 14 June 2024.

1. Purpose

- 1.1 To consider the recommendations arising out of a review undertaken by a task & finish group established by this committee to look into the effectiveness of member engagement and development within the WMCA.

2. Background

- 2.1 Following a Q&A session with the Portfolio Lead Member for Transport on transport policy and delivery related matters, and feedback received from visits to local authority scrutiny committee meetings, at its meeting on 11 December 2023, this committee agreed to establish a task & finish group to review the effectiveness of member engagement and development within the WMCA and to make recommendations as to how this could be further developed and improved. The task & finish group was chaired by Councillor John McNicholas, and included the following members:

Councillor Pervez Akhtar
Councillor Cathy Bayton
Councillor Carol Hyatt
Councillor Timothy Huxtable
Councillor Mary Locke
Councillor Martin McCarthy
Councillor David Stanley
Councillor Ian Ward

- 2.2 The task & finish group met on six occasions, principally to hear evidence from a wide range of stakeholders as to the current engagement and development that was undertaken with councillors currently sitting on a WMCA committee, as well as with those councillors who were not currently participating in WMCA decision making, but still wished to be informed and engaged in the WMCA's activities.

- 2.3 The following individuals were interviewed as part of this evidence gathering phase of the review:

Councillor Matthew Dormer, Leader, Redditch Borough Council
James Hughes, Member Relationship Manager, WMCA
Laura Shoaf, Chief Executive, WMCA
Councillor Stephen Simkins, Leader, City of Wolverhampton Council
Councillor Bob Sleigh, Deputy Mayor, WMCA

- 2.4 The task & finish group also reflected on their own experiences of sitting on WMCA committees and how the authority had engaged with them. The evidence presented to the group, along with their own experiences, could subsequently then be grouped into a number of key areas.

3. Findings of the Review

- 3.1 The evidence presented to the task & finish group could be summarised in the following thematic groups:

Member Induction/Training

- Focus is currently on providing induction to the Mayor and Leaders, and this needed to be broadened out to all members appointed to sit on WMCA committees.
- Member training provided by the WMCA needs to compliment and add to training already provided within local authorities, rather than duplicate.
- Consideration should be given to WMCA-facilitated member seminars covering powers, functions, structures, decision making, finance, scrutiny etc.
- Were there opportunities for the WMCA to participate in local authority-organised induction training for its new members?

Member Engagement

- Most 'backbench' councillors not directly involved in WMCA committees do not have a clear understanding as to what the WMCA does.
- Local councillors could be used more as the conduit through which the WMCA shared information with local residents.
- Should members sitting on WMCA committees have a more clearly defined role within their own local authorities to facilitate a two-way flow of information?
- Engagement with local councillors not sitting on WMCA committees requires a different approach than for those members who attend WMCA meetings.

Council Engagement

- The WMCA should continue to develop the principle of producing tailored annual reports to each constituent authority following their trialled introduction this year.
- Is there opportunity for the WMCA to participate more widely in 'marketplace' type events before constituent member full council meetings?
- What should be the realistic expectation for WMCA officers to attend local authority meetings?
- The WMCA can do a better job in updating councils with its latest activity and scheme progress.
- Should the WMCA consider establishing more structured engagement with non-constituent authorities outside of formal committee meetings? Is the WMCA clear what it wants from its non-constituent members?

Governance

- Is it sufficient for governance arrangements outside of formal meetings to exist on a 'custom and practice' basis, or should they be codified within the constitution?
- Is there sufficient consistency in the WMCA's engagement across local authorities?
- Is it beneficial to mirror the arrangements for Strategic Transport Board, whereby the Portfolio Lead for Transport meets with transport cabinet members from the seven constituent authorities, across all the other portfolio areas?
- Does the WMCA have adequate formal and informal political structures (outside of those that exist for the Mayor and Portfolio Leads) to help facilitate good decision making?
- Are local authority cabinet members appropriately involved in the WMCA decision making processes?
- Frequent inquorate meetings negatively impact on the legitimacy of a committee and greater effort should be made to challenge non-attendance.
- There should be closer alignment between local authority and WMCA scrutiny activity, enabling more targeted scrutiny activity.

- Should all members considering sitting on WMCA committees be provided with a role profile to ensure they properly understand the commitments required of the role?
- Should there be greater accountability and public visibility as to attendance of members at WMCA meetings, and a greater willingness by local authorities to remove members with persistent non-attendance?
- The appointment processes operated by local authorities is key to ensuring that councils maximise their involvement in WMCA activity.
- Should local authorities consider appointing its members to sit, in principle, on WMCA committees for multiple years to reflect the Government's Scrutiny Protocol's ambition for combined authorities to operate overview and scrutiny arrangements to the highest possible standards?
- Special recognition needs to be given to the different relationship non-constituent authorities have with the WMCA and how their involvement at a member-level in WMCA activity can be better utilised.
- Do local authorities provide sufficient opportunities for their members to ask questions relating to the council's engagement with the WMCA at council meetings?
- Comprehensive oversight and scrutiny of the Mayor and other political decision makers strengthens the legitimacy of the WMCA and need to be acknowledged.

Other Considerations

- Because the WMCA has grown organically since 2016, its structures and practices may not have kept up with the organisational growth that it has undertaken.
- The role and value that the WMCA can play in facilitating engagement between local authorities and learning from best practice should not be understated.
- Is there sufficient clarity and shared recognition of the boundaries and limits of WMCA activity? Does the WMCA communicate what is and is not its responsibilities?
- WMCA engagement with local authorities is a two-way process and does require a willingness to engage from councils.
- There needs to be an understanding and recognition that members need to commit time to having a better understanding of WMCA functions and activity.
- Does the WMCA adequately communicate to local authorities who its key points of contact are?
- The WMCA's website is not being utilised to the full extent that it could be in providing public information on its role, activities and achievements.
- Can the WMCA do a better job attaching its name to projects and schemes it is facilitating delivery on in order to give more public visibility to its activities?
- Direct comparison with other combined authorities is difficult given the different responsibilities being exercised and different political arrangements.
- Recognise that much of this requires additional officer resources and time. There is currently only one officer who is focussed on member engagement and development to 470 constituent authority councillors and 440 non-constituent authority councillors, totalling 910 across all members of the combined authority. There are also 140 councillors who sit on the various WMCA boards who must be engaged alongside their role as a local authority councillor role. It is recognised that if many of the recommendations are agreed more resource would be required.
- Recognise that overview and scrutiny is an authority-wide responsibility that needs to be supported and encouraged throughout the organisation.

3.2 After considering the written and oral evidence it received, the task & finish group concluded that a number of recommendations should be considered by the WMCA Board to strengthen the current level of engagement and development activities with local authority members appointed onto the WMCA's committees, but also with those members within local authorities that were seeking a greater understanding and knowledge of the WMCA and its activities. In making these recommendations, the task & finish group would like to thank all those councillors and officers who gave their evidence in an open and collaborative spirit. Scrutiny members saw a clear willingness from all those involved to further strengthen current arrangements and to help the WMCA continually improve.

4. Recommendations of the Task & Finish Group

4.1 The task & finish group made nine recommendations, grouped into four main themes arising out of the review:

Member Induction/Training

- (1) Develop a comprehensive induction programme / onboarding arrangements for new and returning members to help embed a collective understanding of the role of the WMCA and how it complements the work of local authorities.
- (2) Develop a comprehensive training / seminar programme for all WMCA members that complements the training already provided by local authorities and is tailored to the activity of the WMCA.

Member/Council Engagement

- (3) Look to create further opportunities to engage with all constituent and non-constituent authority members, including attending pre-council 'marketplace' events, joint training sessions and member briefings in order to increase the understanding and engagement local councillors have with the WMCA.

Governance

- (4) Consider establishing portfolio-specific political structures involving cabinet members from constituent authorities and the corresponding WMCA portfolio lead to discuss strategy and delivery matters, ensuring greater engagement with constituent authority decision makers and improved co-ordination in activity.
- (5) Consider establishing political structures involving non-constituent leaders and the political leadership of the WMCA in order to improve engagement and awareness in WMCA activity.
- (6) Local authorities be encouraged to consider making multi-year appointments to WMCA committees aligned to the mayoral term of office to enable the development of subject matter expertise.

- (7) A role profile be developed for members appointed to all WMCA committees setting out the expectations and commitment requirements of the role, as recommended by the Scrutiny Protocol. To help increase attendance at meetings, the Monitoring Officer should continue to ensure that attendance is published online and that this is shared with council leaders on a monthly basis. Where there is persistent non-attendance, the chair of the relevant committee should bring this to the attention of WMCA Board and the relevant leader of the council/political group.
- (8) Engagement mechanisms and governance processes be codified within the constitution to provide clarity as to these arrangements.

Resources

- (9) Further consideration be given to strengthening the WMCA's financial and non-financial resources to support scrutiny and member engagement improvements highlighted by this review.

5. Next Steps

- 5.1 If this committee is minded to endorse the recommendations set out above, they will be submitted to the WMCA Board on 14 June 2024 for consideration and support. Officers would then be asked to respond to the committee at a future meeting how it intends to implement the recommendations of the review.

6. Strategic Aims and Objectives

- 6.1 Improving member engagement and development helps the WMCA develop itself as a good regional partner (strategic aim 6).

7. Financial Implications

- 7.1 Some of the recommendations highlighted above can be met within existing resources. The extent of any additional financial investment associated with delivering these recommendations will be evaluated at a later stage once there is a clear action plan of how the recommendations are to be implemented. Any additional resources are likely to be a call on WMCA local funding.

8. Legal Implications

- 8.1 There are no direct legal implications arising out of this report.

9. Single Assurance Framework Implications

- 9.1 There are no direct implications arising out of the recommendations contained within this report.

10. Equalities Implications

- 10.1 There are no direct implications arising out of the recommendations contained within this report.

11. Inclusive Growth Implications

- 11.1 There are no direct implications arising out of the recommendations contained within this report.

12. Geographical Area of Report's Implications

- 12.1 The report relates to members appointed onto WMCA committees from all constituent and non-constituent authorities.

13. Other Implications

- 13.1 There are no other implications arising out of the recommendations contained within this report.

14. Schedule of Background Papers

- 14.1 Department for Levelling Up, Housing & Communities - Scrutiny Protocol - November 2023

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Transport Delivery Overview and Scrutiny Committee

Date	18 March 2024
Report title	Network North funding and Midlands Rail Hub
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive/TfWM Director (*)	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm@org.uk
Accountable Employee	Toby Rackliff, Strategic Lead, Rail Policy email: toby.rackliff@wmre.org.uk
Report has been considered by (*)	Transport Delivery Oversight and Scrutiny Committee Agenda Setting Meeting

Recommendation(s) for action or decision:

The Transport Delivery Oversight and Scrutiny Committee is recommended to:

- (1) Note the content of this report which has been produced at the request of the Committee
- (2) Consider whether to make any further recommendations to WMCA Board

1. Purpose

To update the committee on the funding allocated to Network North for Midlands Rail Hub.

2. Background

The Committee received a report on 11 December 2023 on the impacts of the cancellation of HS2 to the north of the region. This included as an Appendix the WMCA Board Paper from 17 November which included more detail on Network North, funding implications for the West Midlands.

A further update on Network North infrastructure funding was provide to this committee on 26 February 2024 as part of the Deeper Devolution Deal – Transport Implementation Plan report.

3. Midlands Rail Hub (West and Central) Full Business Case Funding Confirmed

The Network North announcement on 4 October 2023 confirmed the government's commitment to provide £1.75bn to deliver Midlands Rail Hub (MRH) "in full".

The government subsequently also confirmed that West Midlands Rail Executive would become a DfT "Client Partner" in the governance of the MRH alongside the existing client partner, Midlands Connect.

On 29 February 2024 the Secretary of State for Transport announced that £123m will be provided for further MRH design work.

Specifically this funding will enable Network Rail to develop the Full Business Case (FBC) for the "West" and Central" elements of Midlands Rail Hub.



This **Full Business Case** funding will enable detailed design work on:

- additional platforms at Birmingham's Moor St and Snow Hill stations
- both "Bordesley Chords" to connect the Moor St lines with the Camp Hill line towards the South West and towards the East Midlands via Castle Bromwich
- a new terminating platform for Camp Hill services at Kings Norton
- network capacity upgrades between Kings Norton and Worcester

which would enable:

- Camp Hill line trains to use Moor St rather have a quicker journey into Birmingham
- restoration of 6 trains per hour on the Cross City line
- an additional hourly service from Birmingham (Moor St) to:
 - Bromsgrove, Droitwich Spa and Worcester
 - Cheltenham Spa and Bristol
 - Cheltenham Spa, Gloucester, Newport and Cardiff
- future services towards the East Midlands (subject to the completion of MRH East)

This **Full Business Case does not include design work on:**

- MRH “West” network capacity upgrades between Worcester and Hereford which are dependent on as yet unfunded upgrades to signalling in the Worcester area
- MRH “East” network capacity upgrades between
 - Castle Bromwich and Leicester
 - Castle Bromwich and Derby/Nottinghamas the Outline Business Case for MRH East is being now reviewed to take account of the impact of the cancellation of HS2 East

Aside from the above review of MRH East, there is no change to or extension to the scope of Midlands Rail Hub project.

Other “Midlands Engine Rail” projects continue to be progressed separately by the sub-national transport body, Midlands Connect, but have not been allocated and Network North funding.

4. Other Network North funding updates since December 2023

A further update from TfWM was provide to this committee on 26 February 2024 as part of the Deeper Devolution Deal – Transport Implementation Plan report.

Outside of the TfWM area it was announced on 26th February that individual shire and unitary Local Transport Authorities in the wider East and West Midlands region would also now receive an additional £2.2bn from the Local Transport Fund between 2025/26 and 2031/32. Further details are available from the [www.gov.uk](https://www.gov.uk/government/publications/local-transport-fund-allocations/local-transport-fund-allocations-2025-to-2032) website: <https://www.gov.uk/government/publications/local-transport-fund-allocations/local-transport-fund-allocations-2025-to-2032>

5. Financial Implications

This report notes the award of £123m on 29 February 2024 by the Secretary of State for Transport for further MRH design work and notes that it will be paid directly to Network Rail from Central Government. This funding will not be paid to WMCA/WMRE.

6. Legal Implications

There are no direct legal implications from the Midlands Rail Hub announcement

7. Impact on Delivery of Strategic Transport Plan

The delivery of Midlands Rail Hub will support improved connectivity to key destinations

in the East Midlands and southwest whilst also unlocking opportunities to improve local rail services within the metropolitan area. This includes the Sutton Park line proposals and a number of new stations and supports the LTP's vision for travel of a 45-minute region.

8. Equalities Implications

There are no direct equalities implications from the Midlands Rail Hub announcement

9. Inclusive Growth Implications

WMCA defines Inclusive Growth as “a more deliberate and socially purposeful model of growth, measured not only by how fast or aggressive it is; but also, by how well it is created and shared across the whole population and place, and by the social and environmental outcomes it realises for our people.” The Inclusive Growth Framework is designed to ensure that this vision is applied to WMCA policies, programmes and investments as a mechanism to deliver a fairer, greener and healthier region. It has eight ‘fundamentals’ to ensure we achieve this goal in a way which enables people, places and our environment to thrive.

Public transport is a key component of the Connected Communities Fundamental. Ensuring that residents are well connected to amenities, employment and leisure activities is vital. As part of the commissioning of an assessment of economic impacts for the region associated with the changes outlined in the report, the Inclusive Growth Framework will be applied to ensure that opportunities for an inclusive growth approach are taken forward.

10. Geographical Area of Report's Implications

If completed, Midlands Rail Hub will improve rail connectivity from the WMCA area to the South West, South Wales, Herefordshire, Worcestershire and the East Midlands.

11. Other Implications

None

12. Schedule of Background Papers

TDOSC Report 11 December 2023: Cancellation of HS2 Phase 2 and HS2 East
<https://wmcaintranet.moderngov.co.uk/documents/s13399/HS2%20Cancellation%20of%20Phases%20a%20b%20and%20HS2%20East.pdf>

Appendix to above 11 December TDOSC Report: WMCA Board Paper 17
November 2023: HS2 Announcements and Network North Funding
<https://wmcaintranet.moderngov.co.uk/documents/s13357/WMCA%20Board%20Paper%20Update%20on%20HS2%20Announcements%20and%20Network%20North%20Funding.pdf>

TDOSC Report 26 February 2024: Deeper Devolution Deal - Transport
Implementation Plan <https://wmcaintranet.moderngov.co.uk/documents/s15089/Report.pdf>



Transport Delivery Overview & Scrutiny Committee

Date	18 March 2024
Report title	WMCA Road Safety Review 2023-2024
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Darren Divall, Regional Road Safety Manager email: Darren.divall@tfwm.org.uk
Report has been considered by	Passenger and Road Safety Membership Engagement Group – 1 February 2024

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Scrutinise the review of road safety activity delivered during 2023 and 2024.

1. Purpose*

The purpose of this briefing note is to provide a review of road safety activity delivered and support by WMCA/TfWM during 2023 and 2024.

2. Background

Two years in the making, the Regional Road Safety Partnership, through coordination from TfWM, have developed and launched a Refreshed Regional Road Safety Strategy 2023-2030. Launched on the 15th September 2023, this aligns with the 6 Big Moves of the Local Transport Plan and sets out our transition to a systematic approach with a target to reduce killed and seriously injured (KSI) road traffic casualties by 50% by 2030. This will be followed by a new Road Safety Action Plan 2024-2030, which is now out for public consultation until 10th May 2024

3. Strategic Aims and Objectives

Below is a summary of road safety outputs and delivery enabled, supported and facilitated by the Combined Authority through TfWM during the 2023-2024 financial year:

- **Commitment to Vision Zero:** The strategic approach includes an aspiration for Vision Zero (a long-term mission aimed at eliminating all road death and serious injury in the region). We have fought hard to not indicate a date for achieving this mission as there is a long way to go and if the forecast for delivery is not robust, we run the risk of reducing the credibility of the approach.
- **Data analysis:** All road safety activity must be evidence-led. This work is a collaborative task between TfWM's Road Safety and Data Insight teams, West Midlands Police and local authorities, although further insight has been developed through the use of AI technology such as VivaCity's near miss sensors. Data provides an assessment of performance against the 2030 casualty reduction target with actual numbers of KSI casualties rising. However, when undertaking a proportionate analysis between KSIs and billion miles travelled in the region, we see a decrease in casualty rates.
To expand the road safety evidence base, we have recently reviewed collisions and casualties by time of day and more recently in terms of areas of deprivation. While there are many factors involved, the top two deciles of deprivation in the region cover 33% of land mass and account for 44% of all roads. However, 54.3% of all KSIs occur on these roads. We intend to work with regional and external partners to better understand these figures.
- **Partnership engagement:** TfWM facilitated four Road Safety Partnership Aways Days in 2023-24. These brought all partners face to face to enhance the strategic approach for road safety across the region and plan for a collective approach. This work included development and delivery of the Refreshed Regional Road Safety Strategy 2023-2030 and the Regional Road Safety Action Plan 2024-2030, which is currently out for public consultation.
TfWM's engagement work has been significantly expanded this year targeting activities with charities, faith organisations and community groups. These organisations/groups play an important role in improving road safety, having direct influence over at-risk road users.
- **Enforcement:** The Combined Authority has worked across both civil and criminal enforcement agendas in 2023. WMCA funded a project to support local authorities to formulate their applications for the powers to enforce moving traffic contraventions. Birmingham, Coventry and Walsall received their Designation Orders in July 2023 and have started implementation. The remaining four authorities applied in October 2023 and will receive their Designation Orders in March 2024.
All Working Agreements between the local authorities and West Midlands Police for the regional Average Speed Enforcement scheme had expired by the end of March 2023. TfWM has been working directly with all partners to secure agreement on an Interim Working Agreement for the 2024-2025 financial year. We are also working collaboratively towards a longer-term Agreement from April 2025. This will involve the development of a new Business Case, identifying potential expansion, undertaking performance reviews and assessing financial sustainability.
- **Campaigns:** May 2023 saw a spike in vulnerable road user fatal and serious injuries with a high proportion of them occurring as a result of dangerous and anti-social driving

behaviour and hit and run incidents. This led to the establishment of a series of urgent partnership task and group meetings to identify collaborative actions to address the problem.

Operation Triton was formed by West Midlands Police which brought the Road Safety Partnership together to deliver a multi-agency approach which including targeted enforcement and education events and development and launch of the Beep Beep campaign. The aim of this campaign, jointly funded by WMCA, West Midlands Police and Birmingham City Council, focussed on the trauma experienced by vulnerable road users due to dangerous driving and called upon drivers and communities to protect pedestrians and cyclists from harm on the road.

- **Innovation:** Innovation is key to a successful Safe System approach. To address high non-compliance for seat belt use, we used innovative behaviour change techniques to influence those road users most at-risk of death and serious injury. Fasten Up Your Future was an extension of a project in East Birmingham where non-compliance of seat belt wearing was 6 times higher than the national average. Using a series of still and short video campaign assets, we delivered cost-effective messages on TikTok, Instagram and YouTube to over 600,000 young people (72.5% of young people living in the West Midlands). Following the campaign, our post-evaluation showed that 82% of people who responded to a post-campaign survey, stated that previously they did not always wear a seatbelt, but that they had increased compliance after viewing the campaign.

We will continue innovating and using the region as a test bed for new techniques through European funded projects (Project Phoebe and Project Ivory), further use of AI technology and seeking funding to support the delivery of projects targeting emerging themes.

What Next

- Finalising and delivering the new Road Safety Action Plan 2024-2030. This includes a public consultation, further partnership discussion and a launch event.
- Working tirelessly with West Midlands Police and all 7 constituent local authorities to establish a new Working Agreement for the average speed enforcement asset, and the potential of expanding our speed enforcement programme.
- To address the biggest contributory factor in the severity of collisions and injury, a new Speed Management Policy will be produced. This will include guidance on appropriate, Safe System speeds.
- The establishment of a new Community Champions group to ensure that residents, community groups and road users have an influence on how we are collectively improving road safety.
- Securing more funding and investment to ensure that the West Midlands remains at the heart of road safety innovation and best practice.

4. Financial Implications*

This paper provides a review of the 2023-2024 financial year's road safety activity only. There is no request for revenue or capital related funding.

5. Legal Implications*

The Mayor of the West Midlands Combined Authority has concurrent powers with constituent authorities, for the purposes of Promoting Road Safety under Section 39 (2) and (3) of the Road Traffic Act 1988 by virtue of Part 2 of the West Midlands Combined Authority (Functions and Amendment) Order 2017.. These powers are exercisable by the West Midlands Combined Authority in relation to the WMCA area. Accordingly, there are no further legal implications flowing from the contents of this report.

6. Single Assurance Framework Implications

The Single Assurance Framework is not applicable to this report.

7. Equalities Implications

The review acknowledges the differences of individual road user needs and across communities ensuring that road users of all types feel safe when operating on the road network, as well as adopt safe practices. Actions and interventions provide a safe and inclusive road environment within the region, which reflects the needs of all users.

8. Inclusive Growth Implications

The review supports delivery of a fairer, greener and better-connected region by ensuring the safety, health and wellbeing of residents, enabling them to live longer and healthier lives and to play a productive role in the regional economy.

9. Geographical Area of Report's Implications

This report is relevant to the West Midlands Combined Authority area.

10. Other Implications

None applicable.

11. Schedule of Background Papers

Enc. 1 for Regional Road Safety Annual Review 2023-24 Presentation

Regional Road Safety Strategic Group

Regional Road Safety Annual Review

March 2024

Refreshed Regional Road Safety Strategy 2023-2030



Transport for
West Midlands

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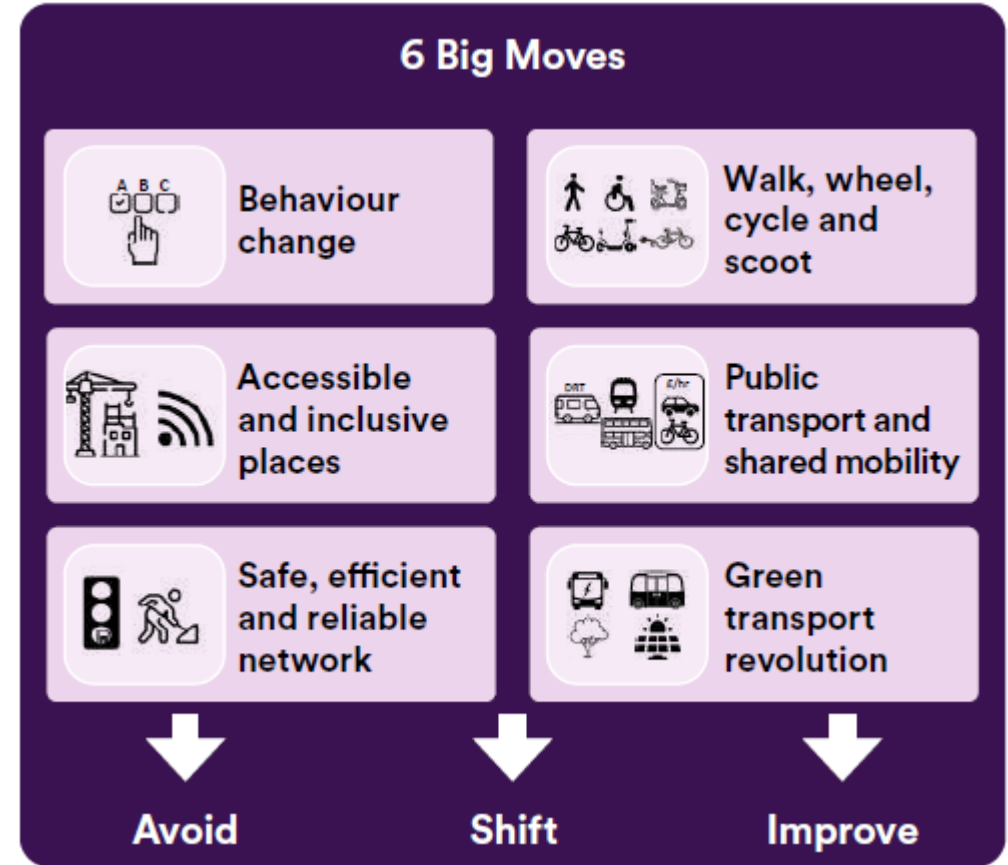
**Refreshed Regional
Road Safety Strategy
2023 – 2030**



Transport for
West Midlands

[Refreshed Regional Road Safety
Strategy 2023 – 2030 \(tfwm.org.uk\)](https://tfwm.org.uk)

Broader Transport Policy



Vision Zero Aspiration

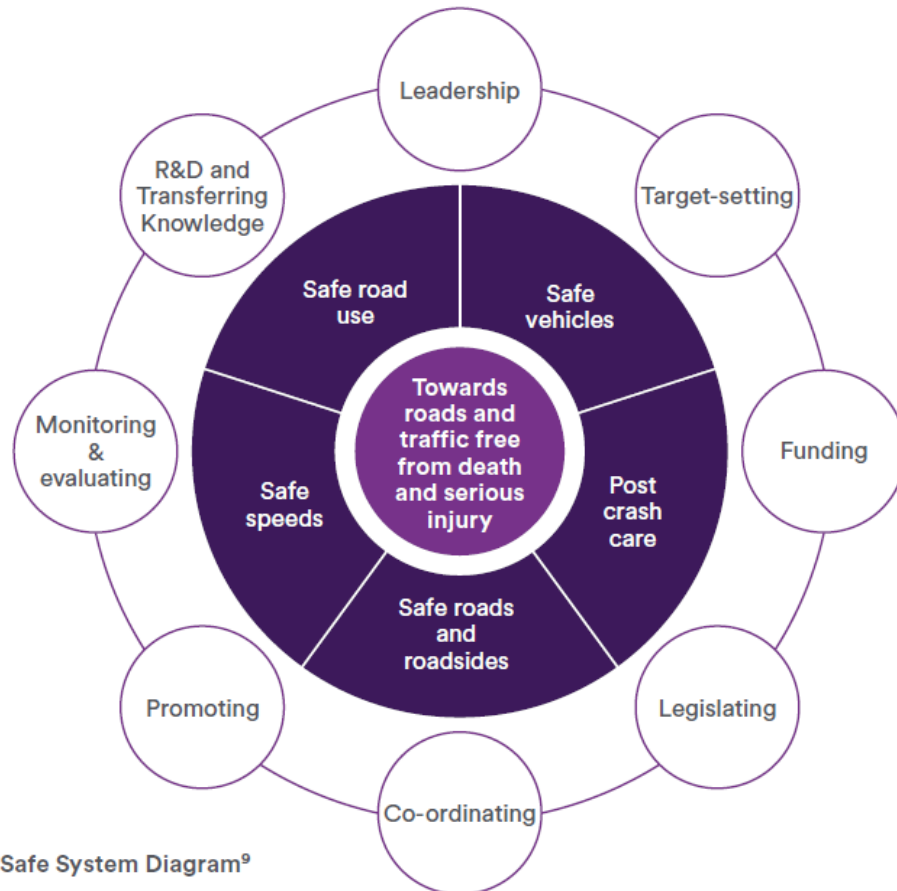


Figure 2: Safe System Diagram⁹

- West Midlands Combined Authority is committed to a goal of Vision Zero (VZ).
- No hard and fast date for achievement has been set – we do not believe that forecasts elsewhere are realistic or robust, although there is political pressure for a date.
- If external strategies fail to meet their VZ target date, this may reflect negatively on the industry as a whole.
- Unrealistic to achieve VZ within the current 2023-2030 Refreshed Regional Road Safety Strategy period.

2030 Target and Safety Performance Indicators

Target 2030

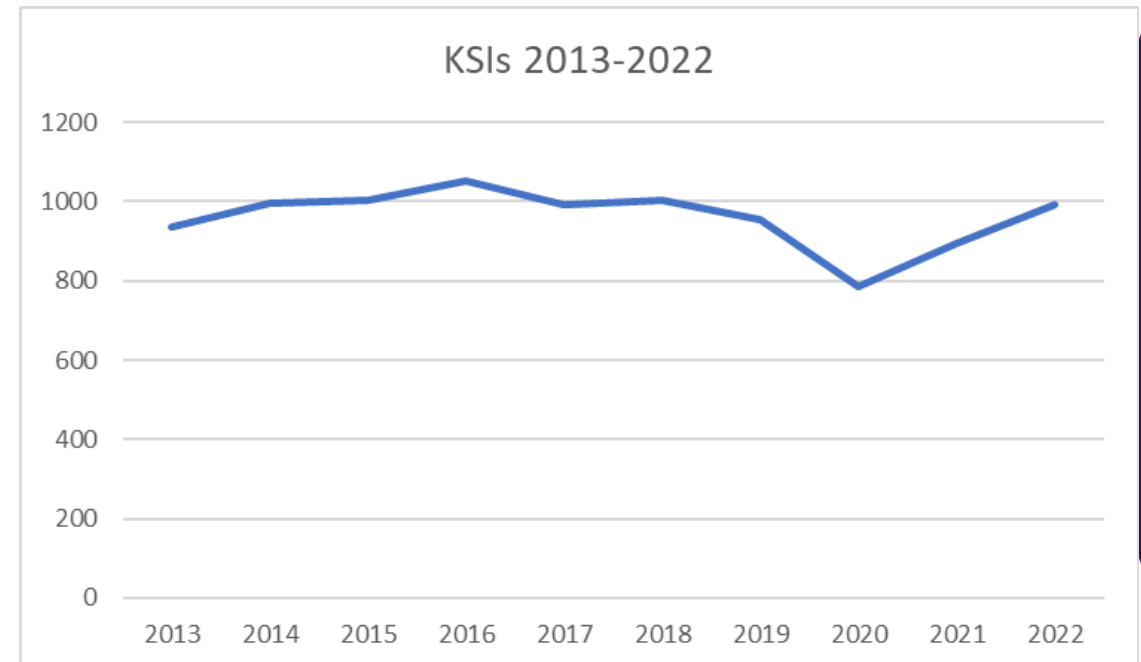
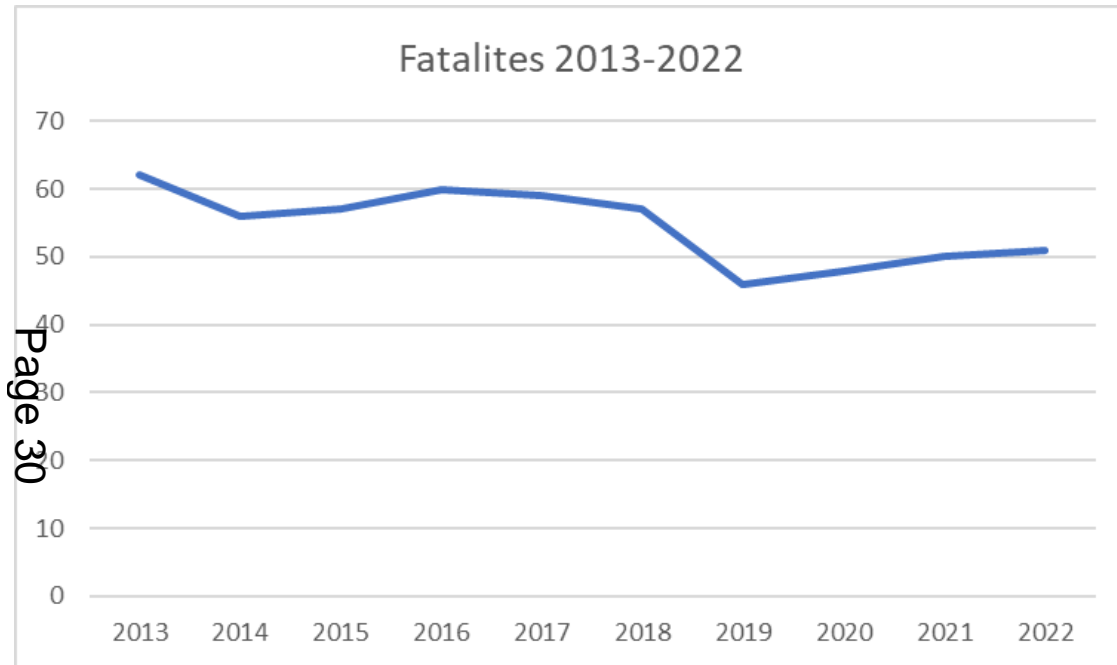
- 50% reduction in the number of killed and seriously injured on our roads.

Note: Unvalidated 2023 data showing a year on year 8% to 10% reduction in KSIs.

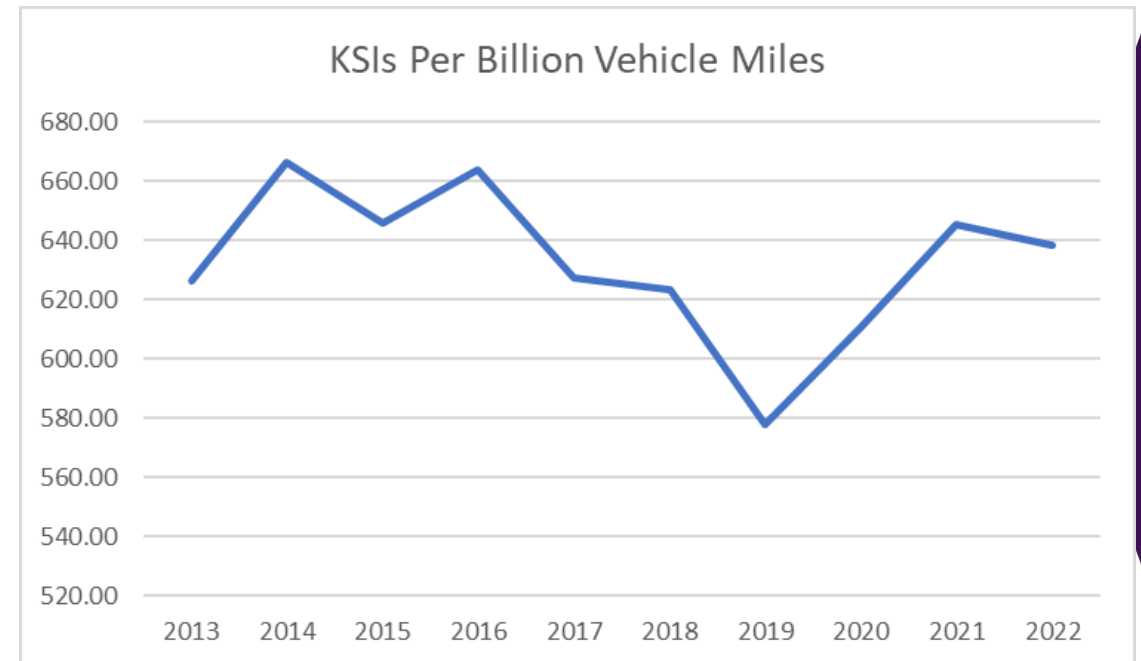
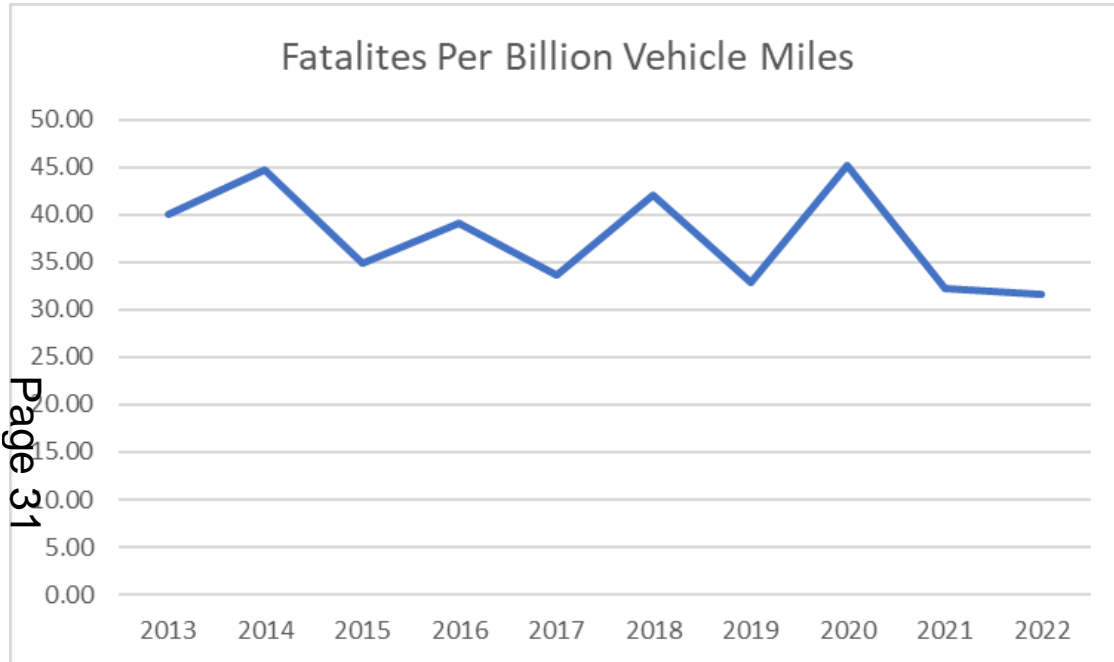
Intermediate Outcome Indicators:

- Variance in fatal and serious incidents by strategy road user group;
- Variance in fatal and serious casualties by strategy road user group;
- Variance in the casualty rate per billion vehicle miles travelled; and
- Variances in societal cost of KSIs in the region.

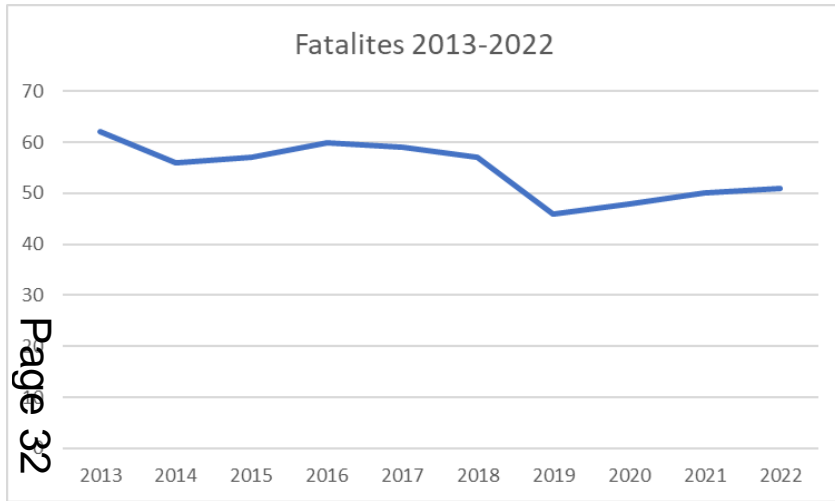
2013 vs 2022 KSI Data



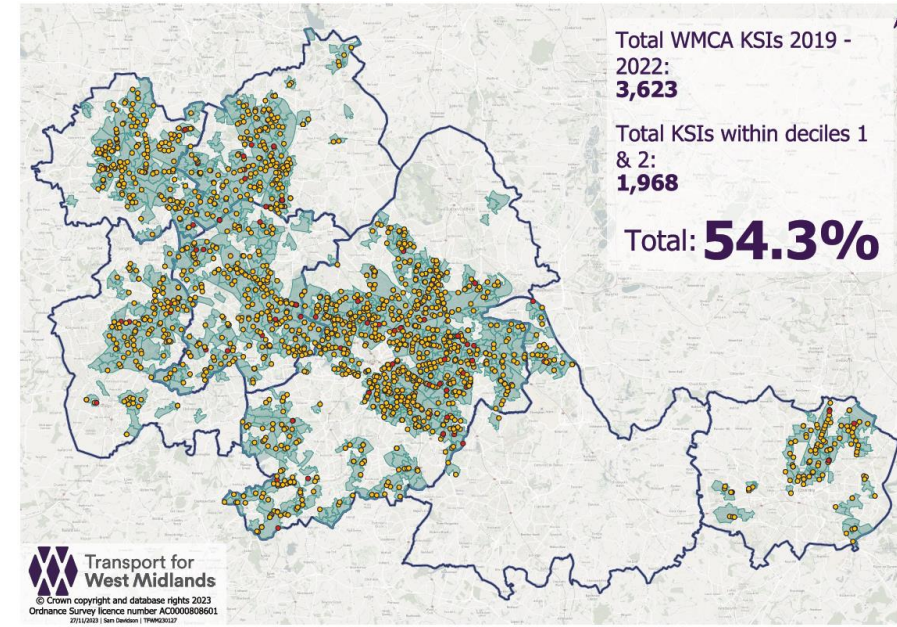
2013 vs 2022 KSI Data (BVMT)



Data Insights

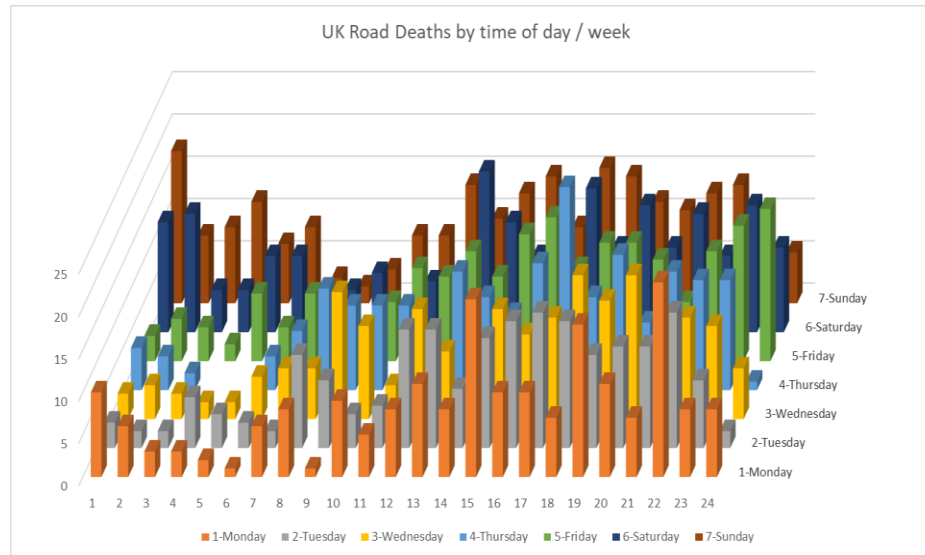


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Areas of Deprivation (IMD 1 and 2)

- 33% of land mass
- 44% of all roads
- 54.3% of all KSIs

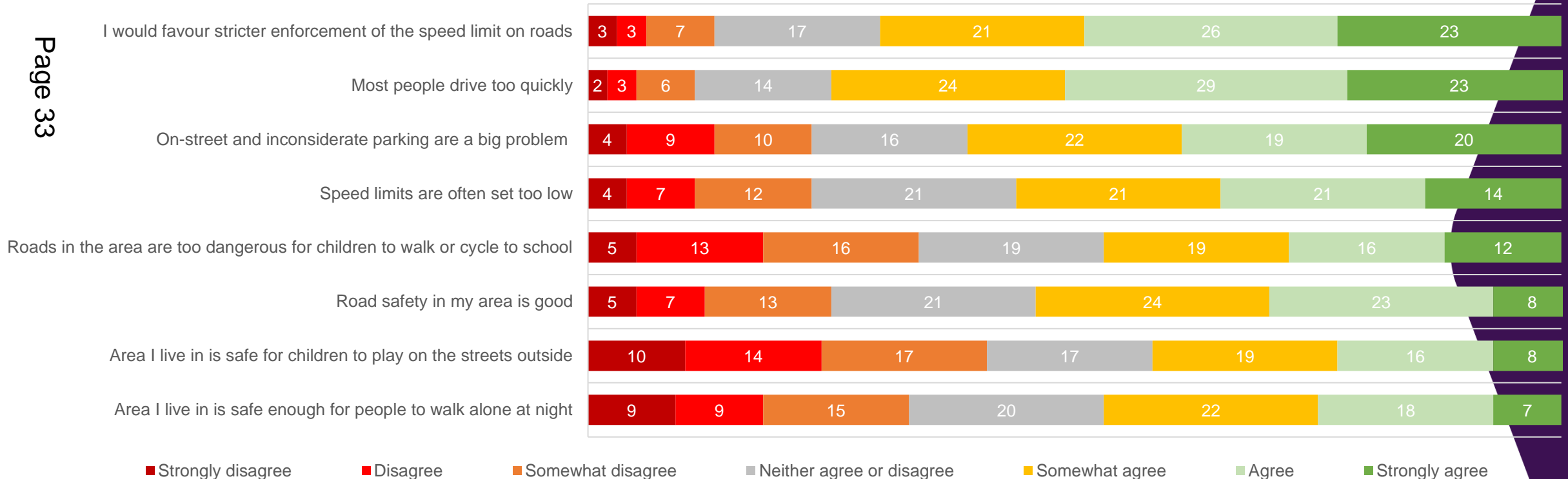


Opinion Of Travel Safety In Local Area

When thinking about travel in their local area, residents were most likely to strongly agree/agree that most people drive too quickly (52%) and that they would favour stricter enforcement of speed limits (49%). There was also a moderate level of agreement that on street parking/inconsiderate parking was an issue (39%). They were least likely to agree that streets were safe for children to play in (24%) and/or that the area was safe to walk at night (25%).

When looking at perceptions of Road Safety, 31% of respondents strongly agreed/agreed that it was good in their area. A further 24% somewhat agreeing and a fifth (21%) having no opinion. Just 13% collectively strongly disagreed/disagreed with this statement.

Opinion Of Local Area Traffic And Travel



Partnership and Engagement



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Enforcement

Moving Traffic Contraventions

- Support to all local authorities
- Birmingham, Coventry, Walsall Designation Orders secured June 2023
- All other authorities to receive Designation Orders in March 2024



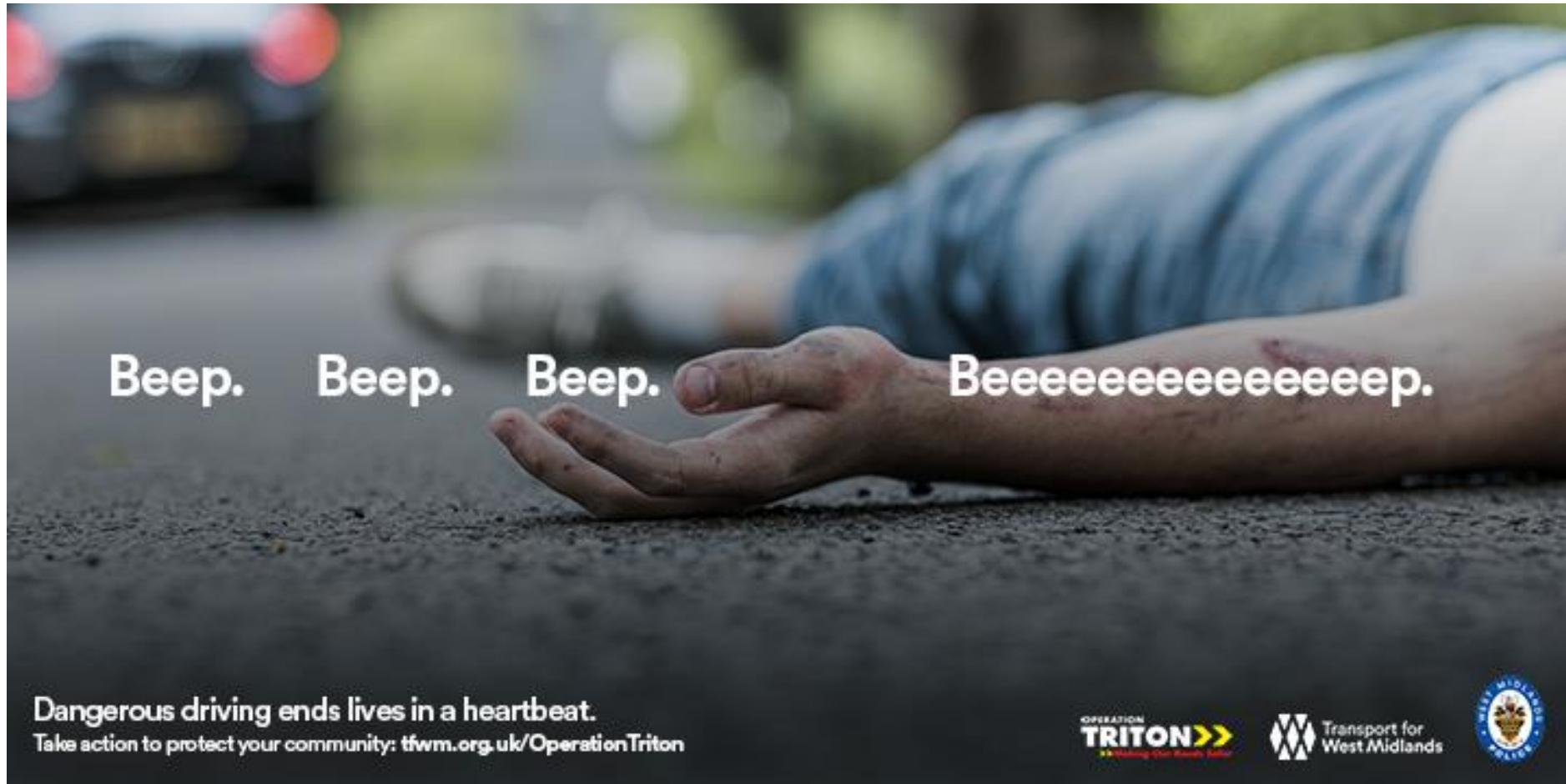
Speed Enforcement

- Support in development of new partnership Working Agreement
- Effectiveness of speed cameras review
- Identifying potential for re-initiating spot speed cameras



Collaborative Campaigns

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Fasten Up Your Future: Innovation










TikTok



Instagram



YouTube

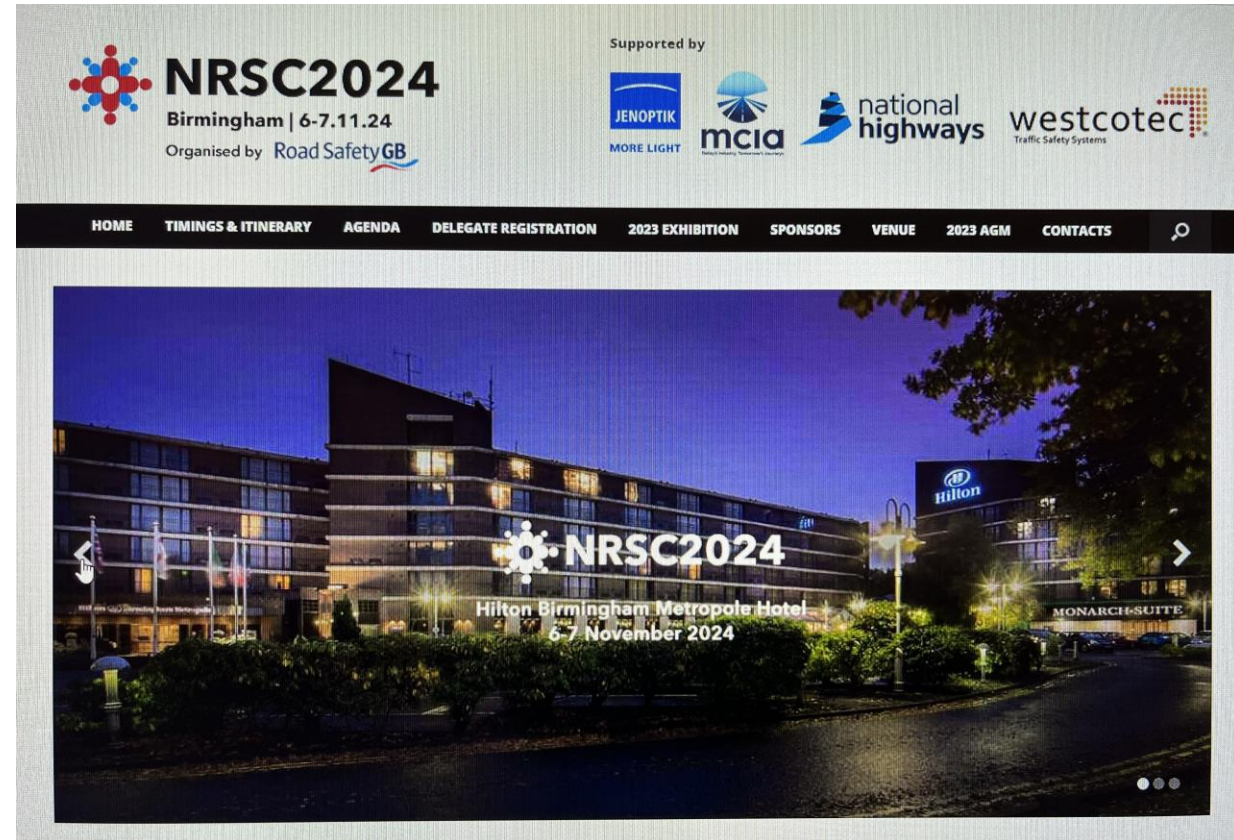
<p>Boxing</p> 	<p>Life Goals</p> 	<p>Car Culture</p> 	
<p>Education</p>  <p>AMIR 21 - HE WAS ABOUT TO GRADUATE IF ONLY HE'D WORN HIS SEATBELT</p>	<p>Wedding</p>  <p>AISHA 16 - SHE NEVER ARRIVED AT HER COUSIN'S WEDDING IF ONLY SHE'D WORN HER SEATBELT</p>	<p>Info Only</p>  <p>WEAR YOUR SEATBELT ON EVERY CAR JOURNEY TO PROTECT YOURSELF FROM INJURY OR DEATH</p>	<p>Boxing - Belt</p>  <p>AHMED, 21 WON THE FIGHT, BUT LOST HIS FUTURE. FASTEN UP YOUR FUTURE</p>
			<p>*non-tailored asset</p>
			<p>**not used in the evaluation</p>

Innovation and Trials



What Next?

- Road Safety Action Plan 2024-2030
- New Speed Enforcement Working Agreement
- New Speed Management Policy
- Community Champions
- Funding and Investment
(Near miss predictive approach, areas of deprivation, urban road safety, seat belt compliance etc.)



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Transport Delivery Overview & Scrutiny Committee (TDOSC)

Date	Monday 18 March 2024
Report title	Capital Delivery Portfolio: Update
Accountable Chief Executive/TfWM Director	Anne Shaw, Executive Director, Transport for West Midlands (TfWM)
Accountable Employee	Jo Shore, Delivery Director – Transport Portfolio, Transport for West Midlands (TFWM)
Prepared by	Jenni Mackenzie, Head of Transport Portfolio, Transport for West Midlands (TfWM)
Report has been considered by	Executive Director of TfWM Director of Delivery – Transport Portfolio

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee (TDOSC) is recommended to:

- 1) Note the update and progress on key capital delivery schemes progressing in TfWM.
- 2) Note the working draft roadmap for capital delivery portfolio.

1. Purpose (*)

- To provide the committee with an update on the status and recent progress of key capital projects and programmes in TfWM’s Capital Delivery Portfolio.
- The financial aspects of the TfWM Capital Delivery Portfolio are reported separately under the Financial Monitoring Reports to this committee.

2. Background and Context (*)

- Transport for West Midlands regularly reports progress on its Capital and Operational Delivery to this committee.

- As the Committee will be aware, TfWM articulated the intention to broaden the reporting framework for Capital Delivery beyond the schemes within the Integrated Transport Block (ITB), to reflect a pipeline/portfolio view for Capital Delivery that is proposed to include the CRSTS programme and other capital funded schemes.
- The committee should note that production of future reports is intended to represent a single view of the capital delivery portfolio; to include all City Regional Sustainable Transport Settlement (CRSTS) schemes, Active Travel Fund (ATF) schemes and Local Authority promoted schemes funded by WMCA resources. This will ensure full scrutiny of the delivery of capital projects covered by the remit of this committee.
- As cited in the January 2024 TDOSC capital delivery update, future reports will mature iteratively in line with progression of design and controls for the new Transport Portfolio Office (TPO). It is anticipated that a more comprehensive and mature portfolio view will become available from end March 2024.
- The maturation of this single view of the capital delivery portfolio will also align and support preparation for the increasing scope of the portfolio, future CRSTS programmes and the implementation of the single settlement.
- The committee will note that CRSTS quarterly reporting is currently submitted for scrutiny every quarter and this report is expected to continue whilst integration is progressed.
- This report includes a high-level update on key capital delivery programmes of work across TfWM (*Appendix 1*) and a view of the working draft of the Capital Delivery Portfolio Roadmap (*Appendix 2*).
- Majority of capital schemes are performing to baseline across the portfolio and as noted in the updates, several projects completing notable milestones for early planning, civils works and consultation.
- The committee should note that where pressures/risks are cited for projects there is work underway to mitigate impact on baselines.

3. Financial Implications (*)

- None as a result of this paper. Finances are reported to this committee separately. We are reviewing how we can combine the performance of delivery and funding expenditure into a single report to enable more efficient scrutiny in relation to delivery.

4. Legal Implications (*)

- None identified because of this paper.

5. Impact on Delivery of Strategic Transport Plan

- All projects delivered as part of the capital programme are delivering against the key objectives of the local transport plan.

6. Equalities Implications (*)

- None identified because of this paper. Equality impacts are assessed within each scheme.

7. Inclusive Growth Implications

- Schemes progress through the transport capital programme are enabling improved connectivity through more sustainable choices to the region's communities for access to employment, education, and other services.

8. Geographical Area of Report's Implications

- The report deals with schemes that will improve connectivity across the wider West Midlands Combined Authority (WMCA).

9. Other Implications

- No implications because of this paper.

10. Schedule of Background Papers

- Appendix 1: Capital Delivery Project Summary Update
- Appendix 2: Working draft Capital Delivery Portfolio Roadmap

Note; (*) denotes mandatory field

Appendix 1: Capital Delivery Project Summary Update

Programme	Project Name	Status	Baseline Completion Date	Project DCA	Summary Update
Sustainable Transport	SPRINT Phase 2	Pre-Construction	Sep-24	A	<p>Sprint Phase 2 will deliver bus rapid transit between Solihull, Birmingham, and Walsall along the A45 and A34 corridors with further improvements planned in Walsall and Solihull town centre and Birmingham city centre. Complemented by zero emission articulated vehicles, Sprint will transform bus use along the A34 and A45 corridors.</p> <p>Completed/Current Activities:</p> <ul style="list-style-type: none"> Detailed design is 90% completed with detailed pre-construction activity mobilising at pace. Final pavement testing and ground investigation ongoing to calibrate current design. Public engagement completed for Solihull in Jan 2024. Public consultation for Walsall town centre proposals (Darwall Street) ongoing and to conclude by 21 March. <p>Upcoming activities</p> <ul style="list-style-type: none"> Main works will commence in Birmingham (A45/A34) and Solihull in summer 2024. Main works in Walsall and Birmingham city centre are expected to follow later in 2024. Scope for early utility diversions to be undertaken later in spring in Birmingham and Solihull - subject to local authority approval. Cabinet approval for Solihull – March 14 Cabinet approval for Birmingham – March 19 Cabinet approvals will be followed in May by statutory consultations for changes to traffic regulation orders in May. Planning consent for bus lane in Solihull, o/s JLR planned in May.
	Hagley road (Phase 1)	Pre-Construction	Mar-24	A	<p>Corridor improvements along A456 Hagley Road between Five Ways and Highfield Road. The scheme was originally approached as a priority scheme, but the scope is now being reviewed - and programme rebased - pursuant to providing wider active travel infrastructure and public realm improvements, supporting emerging rapid transit aspirations for the Hagley Road, and providing greater integration with the recently constructed Metro terminus.</p> <p>Completed/Current Activities:</p> <ul style="list-style-type: none"> Draft concept design options have been completed and now under review by Birmingham city council for approval. Works with key landowners in the area continues to incorporate crossing improvements into the scheme. <p>Upcoming Activities:</p> <ul style="list-style-type: none"> Upon a preferred option being selected, the scheme will rapidly mobilise to developed and detailed design. Consultation on the preferred option is expected from May. Commencement on site is then expected later in 2024.

	Dudley Interchange	Pre-Construction	Sep-25	A	<p>Dudley Interchange project will deliver a new interchange for Dudley comprising a best-in-class sustainable interchange hub, realising significant external works and improvements to public realm. Bus stop demolition will begin on 11th March for approximately 3 weeks.</p> <p>Completed/Current Activities: Early contractor involvement (ECI) period started on 12 February for a period of 10 weeks.</p> <p>The existing bus station closed on 15 January 2024. Temporary Heras fencing was installed around the perimeter of the bus station on January 14 and 24-hour security is now in place. This will be replaced by securer, semi-permanent hoardings in March with incorporation of visual displays to promote local businesses in the area.</p> <p>A communications working group has been established specifically to support local businesses on Bird Cage Walk through the construction period.</p> <p>Upcoming Activities: A first stage demolition work to clear the site, including bus shelter and tree removal, commencing on 11 March. Substantive demolition of existing buildings will commence in May. Main works to commence in the summer.</p>
	Cross City Package 5a (HS2 advanced works)	Construction	Jul-24	G	<p>The purpose of this scheme is to provide bus priority enhancements on the B4114 Washwood Heath Road between Membury Rd and Drews Lane. The works will provide bus lanes together with associated changes to parking and loading restrictions, as well as adjustments to pedestrian crossing provision to maintain user safety.</p> <p>Completed/current activities: BCC Cabinet Member approval 29 Feb. The delivery of the bus priority measures on Washwood Heath Road have been accelerated as the road is also expected to be impacted by HS2 overbridge closures on Aston Church Rd and then Saltley Viaduct, which are expected to lead to a substantial increase in traffic using Washwood Heath Road for a two-year period after works commence.</p> <p>Upcoming Activities: Completion of TRO Documentation w/c 15 March 2024 HS2's work is currently forecast to commence in June or July 2024.</p>
RAIL	University Station	Snagging	Sep-23	A	<p>Completed/Current Activities: The station opened to the public on 28th January 2024.</p> <p>Future Activities: Minor upgrade works to the existing station are planned for Spring 2024. Close out of remaining project activities are underway.</p>

	Package 1: Darlaston and Willenhall	Pre-Construction	Feb-26	G	<p>Completed/Current Activities: The project has successfully mitigated significant challenges relating to the administration of the principal contractor. The contract has been novated to a new contractor and a rebaseline exercise for the project was completed and accepted.</p> <p>The contractor has mobilised on site and land remediation activities are progressing. Despite challenges, the project remains on track to deliver significant benefits to the region and transport network as prescribed in the approved business case.</p>
	Package 2: Moseley Village, Kings Heath, and Pineapple Road	Pre-Construction	Dec-24	A/R	<p>Completed/Current Activities: The project has experienced delays because of the presence of protected species at Moseley Village, an unchartered well at Kings Heath and locally listed wall at Pineapple Road.</p> <p>A 9-day blockade (planned railway closure) was undertaken in late February / early March and successfully delivered track, signaling and civils works. There are ongoing challenges with the technical solution of the soil nailing methodology at Moseley Village, however additional access is being secured to aim to mitigate this.</p>
Metro	Wednesbury Brierley Hill Extension (WBHE) - Phase 1	Construction	Sep-24	A	<p>Complete/Current Activities: Work is progressing well and main construction due to complete 2024.</p> <p>Future Activities: The Phase 2 WBHE full business case is being worked through for submission and approval Summer 2024.</p>
	Birmingham Eastside Extension (BEE)	Construction	Aug-24	A	<p>Complete/Current Activities: Phase 1 sections are progressing to completion and Phase 2 is progressing it's final planning to remaining enable construction works.</p> <p>Future Activities: Completion of baseline scheduling for Sections 3 and 4. Submission of the updated full business case (FBC) for approval.</p>

Page 47	Wolverhampton City Centre Extension (WCCE)	Snagging	Apr-20	A	<p>Completed/Current Activities: The major construction phase, testing and readiness are complete, and Trams are in operation on the route. The project is in its snagging and close out phase but there remain a set of minor works to complete to conclude the project in its entirety. The schedule and scope of these final works is currently being validated to establish final completion date for all activities on the project.</p> <p>Future activities: Complete final works and close out project.</p>
	Depot	Construction	Apr-26	A	<p>Complete/Current Activities: Focus remains on completing detailed design work to allow the target cost (TC2) to be produced.</p> <p>Future Activities: Production of updated operations plan to accommodate requirement for additional depot stabling. Completion of dependencies work for land purchase, TC2, building frame installation and resolution of fire engineering activities.</p>
	Traction Power - Phase 1 & 2	Construction	Nov-26	A/G	<p>Complete/Current Activities: Procurement to progress the Phase 3 works is underway and the baseline schedule is being updated. Activities relating to planning, substation design and overhead line engineering (OLE) progressing well.</p>
	Buy Before you Board (BBYB)	Construction	May-24	A	<p>Completed/Current Activities: Works are now on site for delivering the on-platform ticketing elements to enable passengers to by before they board. A review of the current schedule is being undertaken alongside training with the operator and a public communication in readiness for the changes.</p>

Delivery Confidence Assessment RAG Criteria:

G	Successful delivery of the project/programme to time, cost and quality appears highly likely and there are no major outstanding issues that at this stage appear to threaten delivery significantly.
G/A	Successful Delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery.
A	Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not present a cost/schedule overrun.
A/R	Successful delivery of the project/programme is in doubt with major risks or issues apparent in a number of key areas. Urgent action is needed to ensure these are addressed, and whether resolution is feasible.
R	Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage so not appear to be manageable or resolvable. The project/programme may need re-base lining and/or overall viability re-assessed.

Appendix 2: working draft Capital Delivery Portfolio Roadmap*

Programme	Project	RAG	Lifecycle Stage	2023					2024												2025					
				Q3		Q4			Q1			Q2			Q3			Q4			Q1			Q2		
				Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
METRO	Wolverhampton City Centre Extension (WCCE)	A	Snagging/Close Out	EIS		Construction			EIS			Snagging														
	Wednesbury to Brierley Hill Extension (WBHE)	A	Construction	Construction												T&C / EIS										
	Birmingham Eastside Extension (BEE)	A	Construction	Construction																						
	Third Generation Trams (3GT)	A	Vehicle Delivery	Delivery		EIS																				
	Depot	A	Construction	Construction																						
	Buy Before You Board (BBYB)	A	Procurement & Delivery	EIS																						
	Traction Power	A	Construction	Construction																						
RAIL	Package 1																									
	Darlaston	G	Detailed Design	Detailed Design						Construction																
	Willenhall	G	Detailed Design	Detailed Design						Construction																
	Package 2																									
	Moseley Village	A/R	Development	Detailed Design			Construction						EIS													
	Kings Heath	A/R	Development	Detailed Design			Construction						EIS													
	Pineapple Road	A/R	Development	Detailed Design			Construction						EIS													
	Individual Station Projects																									
	University	A	Scheme Handback	Handover																						
	Aldridge Station	G	Development																							
SUSTAINABLE TRANSPORT	Package 1																									
	SPRINT Phase 2 - Package E (B'ham to Sandwell)	A	Detailed Design	Detailed Design			Utilities			Construction																
	SPRINT Phase 2 - Package F (Solihull to B'ham)	A	Detailed Design	Detailed Design			Utilities			Construction																
	SPRINT Phase 2 - Package H (B'ham to Solihull)	A	Detailed Design	Detailed Design			Utilities			Construction																
	Package 2																									
	SPRINT Phase 2 - Package G (Walsall)	A	Detailed Design	Detailed Design						Utilities			Construction													
	SPRINT Phase 2 - Package J (B'ham to Digbeth)	A	Detailed Design	Detailed Design						Utilities			Construction													
	Package 3																									
	SPRINT Hagley Road - Phase 1 (Hoarding Removal and Levels Remediation)	A	Approvals	Con			Con																			
	Hagley Road - Phase 2	G	Strategic Outline	Detailed Design						Construction																
Dudley Interchange	A	Detailed Design	Detailed Design			Utilities			Construction																	

*Working draft only



Transport Delivery Overview & Scrutiny Committee

Date	18 March 2024
Report title	Member Engagement Groups - Progress Report
Scrutiny Champions	Air Quality, Congestion & Environmental Impact - Councillor Ian Ward Finance & Performance - Councillor Pervez Akhtar Passenger First - Councillor Mary Locke Passenger & Road Safety - Councillor David Stanley Rail, Metro & Sprint - Councillor Tim Huxtable Sustainability & Active Travel - Councillor Martin McCarthy

Background

1. At its meeting on 9 June, the WMCA Board agreed revised transport governance arrangements for the forthcoming year. These new arrangements included the amalgamation of the former Transport Delivery Committee and Transport Scrutiny Sub-Committee into a new Transport Delivery Overview & Scrutiny Committee. Also approved was the continuation of six Member Engagement Groups, which have existed since 2017 and provide members with an opportunity to meet and discuss in more detail transport-related issues that are grouped around broad thematic areas.
2. Although the Member Engagement Groups are not decision making, they provide a forum for members to develop a deeper understanding of those matters that would not otherwise be able to be discussed in such detail at committee meetings.

Member Engagement Groups Meeting Updates

3. An update from Member Engagement Groups that have met since the last meeting of the committee is set out below:

Rail, Metro & Sprint – 4 March 2024 (Councillor Tim Huxtable)

The Rail, Metro, and Sprint Member Engagement Group Meeting met on 4 March with an agenda focused mainly on rail.

- **Highlights and Performance**

The group received an update on the Cross City Bus consultations for Package 4 (Longbridge to Castle Vale) and Package 6W (Soho Road). These were now scheduled to take place in late May. The group were advised that the consultations on the remainder of the packages would take place after the summer break. In other Cross City bus matters, the group noted that consultants had been engaged to undertake work on identifying priority areas for future BSIP bus priority funding. This work is expected to take a year to complete.

The first rail item on the agenda concerned the rail capital programme. The group noted the opening of the expanded buildings at University, and heard that feedback from users and stakeholders had been overwhelmingly positive. On Package 1 (Darlaston and Willenhall stations), the group noted that works were underway at both sites, with a strong focus on ground remediation works. On Package 2 (Camp Hill Line stations), the group were made aware that a major milestone had been reached with the agreement of the fire strategy, whilst a recent blockade of the line had enabled the project team to complete more intrusive works that could only happen when trains are not running. Lastly, the group discussed Aldridge and Witton. On the former, the potential consequences on the scope of the Wrexham, Shropshire and Midlands Railway open access proposals were discussed and noted.

The group then covered more operational matters, with an item on real time information at stations. The group heard that West Midlands Trains are in the process of replacing all of their existing station customer information screens with modern digital alternatives. As well as having better visibility, these can convey more information, and have the functionality to allow bespoke text to be entered (particularly helpful during disruption or special events). The group noted that these works only applied to WMT stations, and that more funding from Government would need to be made available if screens with similar or better functionality were to be provided at Chiltern stations.

The group reviewed some performance statistics pertaining to the Elephant and Bear Line (Leamington Spa to Nuneaton via Coventry). The group noted that cancellations had spiked on several occasions in the last 24 months as a result of staff availability. It was clarified that WMT do have sufficient drivers, but that they have not always been available to work, as a result of driver training and the ongoing industrial action. However, the group did note that the statistics showed that when there are sufficient staff, the line is capable of providing very good punctuality and reliability. The group discussed potential improvements to the route, and an update was provided on the infrastructure interventions that would be required to provide a two trains an hour service.

The group received a presentation on the roll out of Pay As You Go (PAYG) on rail. It was noted that Ministers had approved the move to Full Business Case for the PAYG pilot in the West Midlands. This would cover 75 stations in the TfWM area. Further phases (outside of the pilot) would expand this PAYG best value, fares capping model to the wider West Midlands region. The group heard that there was a requirement to simplify rail fares as part of PAYG, and that WMRE were still working through the detail of this with Government and the rail industry.

An update was provided on West Coast 250, a lobbying organisation to promote the West Coast Mainline today and into the future. The group were advised that West Coast 250 had sent a letter to the Secretary of State for Transport regarding the cancellation of HS2 Phase 2.

Finally, the group discussed the actions arising from the Park and Ride report that was brought to the February TDOSC.

As the final meeting of the municipal year, the Chair thanked members for their contributions, and officers of their support.

- **Challenges and Risks**

The group noted that an item on Network North and Midlands Rail Hub would be considered by the full TDOSC at its March meeting.

- **Recommendations**

It was agreed that further information would be provided to MEG members on real time information on Metro, as well as locations for installation of real time multi-modal information at railway stations.

Passenger First – 7 February 2024 (Councillor Carol Hyatt)

The Passenger First MEG met on 7 February 2024. This was the final meeting of the Passenger First Member Engagement Group for the 2023/24 municipal year.

- **Highlights & Performance**

The group received an update to actions from the previous meeting, which included a note that the Ring & Ride user representative who had joined the January meeting to visit the Ring & Ride booking centre, sharing best ways of communicating with learning disabled adults. The representative had also been informed of alternative transport providers, including Community Transport operators, who will be better placed to provide the travel requirements being requested by the group. Members were also advised that the details of the two local community radio stations provided by members had been added to the TfWM comms list and passed to the media buyer, who will contact them when the next campaign goes live. Both stations will also be used for passing on local disruption information and ticket offers.

The group received an update on the marketing and communications plan for the next few months, which is to focus on bus, including the Passenger Charter, about which a press release had been issued at the start of the year. Members requested that future updates included a greater level of detail on specific campaigns, such as the Passenger Incentive Program, ticket simplification and addressing challenges and work to overcome them. There was also an offer made for the Community Engagement Officer to attend future meetings.

The group then received an update on the grant scheme and reserve funding now available to provide circa £80m to support the bus network between June 2023 and December 2024. Once this funding ends there is the potential for significant changes to the network. To prepare for this, TfWM are in discussions with the DfT around the risks post-January 2025. TfWM are currently asking operators to provide information on a viable network and what is needed to maintain these services. TfWM expect to have a full understanding of the commercial position by mid-March, during April to June will look at initial planning followed by stakeholder engagement in early Summer, with full public consultation during August and September prior to services needing to be registered in the Autumn. Members also reminded to note that on 19 July the WMCA Board will decide as to whether we move to the next stage of bus franchising. All members will be kept fully informed throughout the process including district level discussions.

As delegated by the TDOSC and to follow on from the update given at the January meeting, members had an in-depth discussion on the Real Time Information (RTI) Systems Improvement report to be presented at the February TDOSC meeting. The Chair had also prepared a useful and thought-provoking document detailing some of the current issues, which were discussed. Members were asked to note that monitoring shows that when buses are running to schedule the RTI, and predictions displayed are working well. Around 85% of surveyed observations accurately reflected the real time operation of the service. However, when a journey is cancelled or delayed there is an increased number of inaccurate predictions, there are several workstreams in progress to address this. A councillor added that this was a major failure, as RTI done properly is “a means of defining reliability as the time a bus is expected to arrive, not the time the timetable says it should,” which currently leaves bus operators hostage to increasing road congestion and our bus service with the label unreliable. Members were advised that in the West Midlands current technology is a barrier because of multiple systems in use. Bus operators use different technology suppliers, and all have their own way of interpreting the data for display to the end user. A key issue is that operators are not consistently inputting cancelled journeys at point of origin although this is currently being piloted for all operators except National Express. Fixes are being addressed through technical solutions and manual intervention but is not where it should be at the present time. This issue does not arise in London as Transport for London specify the equipment that all operators must use and how it should be set up. The group was advised that the Regional Transport Co-ordination Centre (RTCC) at 16 Summer Lane receives and processes a lot of information about disruption to the network. Officers extended an invitation to all Members to visit the RTCC to learn about the value of this facility and the role it plays in communicating disruption information. Invitations will be sent out once a date is confirmed. A number of specific issues were then raised by members and all members were encouraged to report faults via the FixIt website www.tfwm.org.uk/fixit or to the RTI faults email address rtifaults@wmca.org.uk.

An update was given from Customer Services, including details of Dudley bus station closure, highlighting a number of challenges and mitigations. Members were advised that the Customer Service Team are also trialing live chat with an average response time within 10 seconds. A request was made for a report from Customer Services to be brought as a standing item to each future meeting.

The group also received an update on West Midlands Cycle Hire, highlighting the challenges and including an update on E-Scooters, which different to the cycle hire is a totally commercial venture provided by a third party. Focus now to encourage greater use and increase the number of cycles available.

The meeting concluded with an invitation for members to take part in the Air Quality MEG and received an overview of some of the work of this MEG during the past 12 months. A councillor added that at the Air Quality MEG it has been excellent to have input from university academics.

- **Challenges & Risks**

A councillor raised concerns about the contrast on a number of posters shared in the comms presentation, with light text on a dark background presenting a challenge to those with sight difficulties. Officers advised that all comms go through an Accessibility check but will double check that the posters given as examples in the presentation had, and will ensure that any required changes are made to the final product if required.

Members were advised that TfWM are pushing for an earlier understanding of “Network North” funding, as current timelines indicate we may not know the full details of this until early 2025, which would be too late to impact on more immediate decisions.

- **Recommendations**

That future updates from Communications contain more detail and to include an update on Community Engagement activities.

That the proposed visit to the RTCC takes place on the date of the next TDOSC (18 March 2024)

The TDOSC report on RTI be amended to include context and that guidance needs to be offered to include all options, including reference to franchising.

A written report from Customer Services to be brought as a standing item to each future meeting.

4. **Strategic Aims and Objectives**

Whilst a robust and effective overview and scrutiny function impacts on all of the WMCA’s corporate aims, there is a direct link to the following:

Aim 5 - Securing new powers and resources from central government.

Aim 6 - Developing our organisation and our role as a good regional partner.

5. **Financial Implications**

There are no direct finance implications arising out of this report.

6. **Legal Implications**

Overview and scrutiny is a statutory function of the WMCA and the activity highlighted within this report contributes towards meeting this responsibility.

7. **Single Assurance Framework Implications**

There are no direct implications for the Single Assurance Framework arising out of this report.

8. **Equalities Implications**

There are no direct equalities implications arising out of this report.

9. **Inclusive Growth Implications**

There are no direct inclusive growth implications arising out of this report.

10. **Geographical Area of Report's Implications**

The Overview & Scrutiny Committee comprises members from across the constituent and non-constituent authorities participating within the WMCA.

11. **Other Implications**

There are no other direct implications arising out of this report.

Transport Delivery Overview & Scrutiny Committee Work Programme

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p>Pre-Decision: Future Bus Delivery Options To review the franchising assessment and to make any further recommendations to the WMCA Board to help inform a decision as to whether the Authority should progress further to audit and consultation.</p>	July 2024	Pete Bond Jon Hayes	No
<p>Pre-Decision: West Midlands Ring & Ride and Demand Response Transport Service To report on the proposed outcome of the introduction of the revised target operating model of the West Midlands Ring & Ride and Demand Responsive Transport Service prior to WMCA Board.</p>	July 2024	John Hayes Steve Hayes	No
<p>Draft Safer Travel Plan 2024 – 2027 To consider the draft Safer Travel Plan prior to its publication in the Autumn 2024, and to make any further recommendations to the WMCA Board.</p>	July 2024	Kerry Blakeman	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p>Deeper Devolution Deal Transport Implementation Plan update To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.</p>	July 2024	Adam Harrison	No
<p>Member Engagement Groups -Progress To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	September 2024	Janna Simpson	No
<p>Transport Policy & Delivery Workshop A workshop to help prepare the committee for the forthcoming Q&A on transport policy and delivery related matters.</p>	October 2024	Pete Bond Lyndsey Roberts	
<p>Q&A: Portfolio Lead Member for Transport (Transport Policy and Delivery Matters) A Q&A with the Portfolio Lead for Transport-on-transport policy and delivery related matters.</p>	October 2024	Pete Bond Lyndsey Roberts	No
<p>Budget Workshop: Joint Overview & Scrutiny Committee A joint Overview & Scrutiny workshop to prepare members from Transport Delivery Overview & Scrutiny Committee and Overview & Scrutiny Committee for the forthcoming Mayoral Q&A</p>	December 2024	Linda Horne Lyndsey Roberts	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
Joint Overview & Scrutiny Committee: Mayoral Q&A - Proposed Draft Budget A Q&A with the Mayor and Portfolio Lead for Finance on the proposed draft budget.	December 2024	Linda Horne Lyndsey Roberts	No
Member Engagement Groups - Progress To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	December 2024	Janna Simpson	No
Member Engagement Groups - Progress To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	January 2025	Janna Simpson	No
Member Engagement Groups - Progress To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	February 2025	Janna Simpson	No
Deeper Devolution Deal Transport Implementation Plan To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.	February 2025	Adam Harrison	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
Member Engagement Groups - Progress To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	March 2025	Janna Simpson	No



West Midlands Combined Authority

Forward Plan

Forthcoming key decisions

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Portfolio Lead	Employee to contact:
WMCA Financial Monitoring Report - March 2024 To update on the latest financial position	WMCA Board 15 March 2024	Open	Councillor Bob Sleigh Deputy Mayor	Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant
Investment Zone Gateway Ratification / Investment & Delivery Plan To consider updates on Gateway Ratification and the Investment & Delivery Plan.	WMCA Board 15 March 2024	Open	Councillor Stephen Simkins Portfolio Lead for Economy & Innovation	Steve Bowyer Partnerships and Engagement Strategic Lead
Investment Zone Finance & Funding Plan (including Business Rates Retention Memorandum of Understanding) To approve the Finance & Funding Plan and Business Rates Retention memorandum of understanding.	WMCA Board 15 March 2024	Open	Councillor Stephen Simkins Portfolio Lead for Economy & Innovation	Carl Pearson Head of Major Funding
Single Settlement Memorandum of Understanding To consider the ratification of the Single Settlement Memorandum of Understanding.	WMCA Board 15 March 2024	Open	Councillor Sharon Thompson Portfolio Lead for Levelling Up / Devolution	Jonathan Gibson Head of Policy & Public Affairs
Black Country Innovative Manufacturing Organisation To consider the latest BCIMO update.	WMCA Board 15 March 2024	Open	Councillor Bob Sleigh Portfolio Lead for Finance	Linda Horne Executive Director of Finance & Business Hub

<p>Skills Funding To agree delegations for the commissioning of skills funding.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor George Duggins Portfolio Lead for Skills & Productivity</p>	<p>Dr. Fiona Aldridge Head of Insight & Intelligence</p>
<p>Cycle Hire Scheme Update To endorse the additional funding requirements to operate the scheme to October 2025.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Portfolio Lead for Transport</p>	<p>Andrew Thrupp Head of Operational Assets</p>
<p>Bus Service Improvement Plan Additional Funding Allocation To consider additional funding received in respect of BSIP.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Portfolio Lead for Transport</p>	<p>Adam Lane, Jon Hayes Consultant SPM, Head of Bus</p>
<p>Request by Warwick District Council to become a Non-Constituent Authority of WMCA To consider the request submitted by Warwick District Council that it should be granted equivalent status as the non-constituent councils with the right to be represented on the WMCA Board and other boards.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>		<p>Julia Cleary Head of Corporate Support & Governance</p>
<p>Arrangements for Mayoral Question Time with MPs To agree the arrangements for mayoral question time sessions with the region's MPs.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Andy Street Mayor of the West Midlands</p>	<p>Jonathan Gibson Head of Policy & Public Affairs</p>
<p>Penalty Fares for Midland Metro Following public consultation, to agree a new penalty fare amount and to consider moving to a proposed two-tier penalty structure, where the fee amount will reduce for early payment.</p>	<p>WMCA Board 14 June 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Portfolio Lead for Transport</p>	<p>Chris Hopkinson Owner Representative - West Midlands Metro</p>

<p>Private Sector Representation To consider retaining existing private sector representation on WMCA boards until such time as the future Single Settlement governance structure is known.</p>	<p>WMCA Board 14 June 2024</p>	<p>Open</p>	<p>Councillor Stephen Simkins Portfolio Lead for Economy & Innovation</p>	<p>James Hughes Member Relationship Manager</p>
<p>Bus Options Report To consider options for the future delivery of the region's bus network.</p>	<p>WMCA Board 19 July 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Portfolio Lead for Transport</p>	<p>Steven Hayes Head of Network Transformation</p>
<p>Key Route Network Review 2023/24 To approve the amended Key Route Network within the WMCA area.</p>	<p>WMCA Board 19 July 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Portfolio Lead for Transport</p>	<p>Rachel Ing Corridor Manager</p>

The Forward Plan

This document sets out known 'key decisions' that will be taken by the West Midlands Combined Authority (WMCA) over the coming months.

Forthcoming key decisions are published online to meet the statutory 28 day notification rule for each meeting where a key decision will be taken. Where it has not been possible to meet the 28 day rule for publication of notice of a key decision or an intention to meet in private, the relevant notices will be published as required by legislation as soon as possible.

What is a key decision?

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A 'key decision' means a decision of the Mayor, WMCA or officer which is likely:

- (a) to result in the WMCA incurring expenditure, making savings or generating income amounting to £1m or more; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the WMCA

The report relating to a decision, together with any other documents being considered, will be available five clear working days before the decision is to be taken (unless the documentation contains exempt information).

The forward plan also provides notice of when the WMCA may decide to exclude the press and public during consideration of a particular matter due to the potential for disclosure of confidential or exempt information. The grounds upon which local authorities can exclude the press and public are specified by law and details of the exempt categories are available on request from the Governance Services team (governance.services@wmca.org.uk).

Councillors or members of the public wishing to:

- make a representation about why a matter should be heard in public, or
- submit information to the decision-making body about an item in the forward plan, or
- request details of relevant documents, or
- seek advice about the WMCA's decision-making arrangements,

should contact the Governance Services team: governance.services@wmca.org.uk