

## Transport Delivery Overview & Scrutiny Committee

**Date:** Monday 9 September 2024  
**Time:** 11.00 am **Public meeting** Yes  
**Venue:** Room 116, 16 Summer Lane, Birmingham, B19 3SD

### Membership

#### Voting Members

Councillor Timothy Huxtable (Chair)	Birmingham City Council
Councillor Samantha Gethen (Vice-Chair)	Solihull Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Keith Archer	Dudley Metropolitan Borough Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Liz Clements	Birmingham City Council
Councillor Amo Hussain	Walsall Metropolitan Borough Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Leslie Kaye	Solihull Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Mary Locke	Birmingham City Council
Councillor John McNicholas	Coventry City Council
Councillor Danny Millard	Sandwell Metropolitan Borough Council
Councillor Rinkal Shergill	Birmingham City Council
Councillor Harbinder Singh	Wolverhampton City Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor Antony Tucker	Coventry City Council
Councillor Ian Ward	Birmingham City Council
Councillor David Wilkes	Sandwell Metropolitan Borough Council

#### Non-Voting Members

Councillor David Munro	Worcestershire Non-Constituent Authorities
Councillor Steve Thornley	Staffordshire Non-Constituent Authorities
Councillor Ian Nellins	Shropshire Non-Constituent Authorities
Vacant	Warwickshire Non-Constituent Authorities

Quorum for this meeting shall be 14 members.



**Laura Shoaf**  
**Chief Executive, West Midlands Combined Authority**

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](mailto:janna.simpson@wmca.org.uk)

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# AGENDA

No.	Item	Presenting	Pages
<b>Items of Public Business</b>			
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 - 8 July 2024	Chair	1 - 12
5.	Deeper Devolution Deal - Transport Implementation Plan	Adam Harrison / David Harris	13 - 20
6.	Rapid Transit Corridor Studies	Sandeep Shingadia	21 - 28
7.	WMCA Board Summary Report	Anne Shaw	29 - 32
8.	Member Engagement Groups - Progress Report	Chair	33 - 42
9.	Work Programme (a) Transport Delivery Overview & Scrutiny Committee Work Programme (b) WMCA Board Forward Plan	Lyndsey Roberts	43 - 54
<b>Date of Next Meeting</b>			
10.	Monday 21 October at 10:00am Joint Overview & Scrutiny Committee - Mayoral Q&A (Policy)  Monday 4 November at 11:00am Transport Delivery Overview & Scrutiny Committee	Chair	None



### Transport Delivery Overview & Scrutiny Committee

Monday 8 July 2024 at 1.00 pm

#### Minutes

##### Present In Person

Councillor Timothy Huxtable (Chair)	Birmingham City Council
Councillor Samantha Gethen (Vice-Chair)	Solihull Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Keith Archer	Dudley Metropolitan Borough Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Amo Hussain	Walsall Metropolitan Borough Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Leslie Kaye	Solihull Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
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Councillor John McNicholas	Coventry City Council
Councillor Danny Millard	Sandwell Metropolitan Borough Council
Councillor Rinkal Shergill	Birmingham City Council
Councillor Harbinder Singh	City of Wolverhampton Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor Ian Ward	Birmingham City Council
Councillor David Wilkes	Sandwell Metropolitan Borough Council

##### Present Virtually

Councillor Liz Clements	Birmingham City Council
Councillor Antony Tucker	Coventry City Council

##### In Attendance

Pete Bond	Director of Integrated Transport Services
Dan Essex	Governance & Scrutiny Manager
Lyndsey Roberts	Statutory Scrutiny Officer
Jat Sekhon	Lead Solicitor
Anne Shaw	Director of Transport for West Midlands
Sandeep Shingadia	Director of Strategic Partnerships and Integration
Janna Simpson	Governance Services Officer
Kate Taylor	Head of Finance Business Partnering and Strategic Planning

**Item Title**

**No.**

**88. Appointment of Chair**

The Governance and Scrutiny Manager explained that following the election of the Mayor of the West Midlands in May, and in order to comply with legislation relating to combined authorities, the Chair of the Transport Delivery Overview & Scrutiny Committee had to be of a different political party to the Mayor.

At its meeting on 14 June, the WMCA Board agreed that the chairs of the WMCA's committees should be appointed by each of the committees themselves. The Governance and Scrutiny Manager invited nominations for the appointment of Chair. Councillor Timothy Huxtable was nominated by Councillor Robert Alden, which was seconded by Councillor Zaker Choudhry.

Resolved:

Councillor Timothy Huxtable be appointed as Chair of the Transport Delivery Overview & Scrutiny Committee for 2024/25.

**89. Appointment of Vice-Chair**

The Chair invited nominations for the appointment of Vice-Chair for 2024/25. Councillor Samantha Gethen was nominated by Councillor Timothy Huxtable, which was seconded by Councillor Gurmeet Singh Sohal.

Resolved:

Councillor Samantha Gethen be appointed as Vice-Chair of the WMCA Transport Delivery Overview & Scrutiny Committee for 2024/25.

**90. Apologies for Absence**

Apologies for absence were received from Councillor David Munro (Worcestershire Non-Constituent Authorities).

**91. Terms of Reference**

The Chair presented the Terms of Reference to the committee. Councillor Liz Clements asked for clarification with regards to the Members Allowances Scheme for 2024/25. The Governance and Scrutiny Manager confirmed that a basic allowance and special responsibility allowances were in place and confirmed that the information could be accessed on the WMCA website.

Resolved:

(1) The Terms of Reference be noted; and

(2) Members to receive a copy of the Members Allowances Scheme for 2024/25.

**92. Schedule of Meetings 2024/25**

The schedule of meetings was discussed.

Resolved:

- (1) That the meeting on 2 September 2024 be moved to 9 September.
- (2) That an additional meeting of the Transport Delivery Overview & Scrutiny Committee to be held in May 2025; and
- (3) A change to the format and start time of future meetings be agreed, as discussed.

**93. Minutes - 18 March 2024**

The minutes of the meeting held on 18 March 2024 were agreed as a correct record, subject to an amendment to minute no. 84 ('Regional Road Safety Annual Review 2023/24') to reflect that the Road Safety Manager was responding to Councillor Pervez Akhtar stressing the importance of using regional data in determining the sites of speed cameras.

**94. Matters Arising**

**(a) Task & Finish Scrutiny Review – 'The Effectiveness of the WMCA's Member Engagement and Development' – Final Report**  
(minute no. 82. refers)

At the last meeting of the committee, it was reported that the conclusion and recommendations of the task & finish group would be considered by the WMCA Board on 14 June.

It was proposed that in light of the recent governance changes that were agreed by the Mayor and Leaders, and the requested further review of the constitution, the work of the task & finish group should continue with a view to feeding into the governance review.

**(b) Work Programme** (minute no. 87 refers)

It was agreed that the Head of Network Transformation would liaise with Councillor Carol Hyatt to discuss any concerns that she may have with regard to Ring & Ride prior to the next meeting of the committee.

**95. Capital Delivery Programmes**

The committee considered a report of the Head of Transport Portfolio that provided an update on the status and recent progress of the transport capital delivery programmes.

The committee received an update on the progress of CRSTS and the Active Travel Fund and confirmed that the summary information, metrics, and RAG statuses were indicative, based on recent updates from projects and that the programmes and criteria would be agreed for the next iteration. The Head of Transport Portfolio reported that a maturing delivery directorate was resulting in better visibility and improved completion on major deliverables. She also confirmed that programme and project management capability and capacity improvements for ATF and TfWM projects continued to be implemented and attention would broaden to include cross-programme activity with local authority projects across CRSTS and the Investment Fund (IP) programme.

The Executive Director of Transport for West Midlands reassured members that there was an intention for them to maintain visibility over all projects that the WMCA was involved in or delivering. She suggested that the appropriate method to do this would be through the Member Engagement Groups (MEGs).

Councillor Liz Clements raised concerns about the risks associated with the funding for CRSTS and asked about the prioritisation process and the role of scrutiny in these decisions. In addition, she also enquired as to the timeline for recruiting the Head of Active Travel. The Executive Director of Transport for West Midlands confirmed that a report would be going to WMCA Board on 19 July that would outline strategies for managing budget pressures. She also confirmed that the recruitment process was ongoing, with the start date for the new recruit being dependent on their notice period.

Councillor Liz Clements enquired as to whether the Single Assurance Framework (SAF) would be revised. The Executive Director of Transport for West Midlands noted that the SAF was a government-agreed process but confirmed efforts were being made to enhance the enabling service offer to aid local authorities in streamlining project submissions.

Councillor Leslie Kaye sought clarification on the RAG ratings within the report, he queried whether they reflected an average or the totality of the programme and highlighted the hidden costs to the public due to project delays. The Head of Transport Portfolio explained that the dashboard was high-level and concurred with the Executive Director for Transport for West Midlands that better visibility will be available through MEGs. This was supported by the Chair.

Councillor Carol Hyatt expressed concerns about Wolverhampton St. George's, questioning non-completion. The Executive Director for Transport for West Midlands assured her that the project was progressing and agreed to liaise directly with Councillor Carol Hyatt with regards to the reopening of the station.

Councillor Pervez Akhtar suggested including a glossary and a road map covering seven quarters, as previously presented, he requested using colours to coincide with the RAG statuses and enlarging the content. He also asked for detailed reasons for projects being off-schedule or over-budget.

The Director of Strategic Partnerships and Integration welcomed the feedback and stated that while iterations were necessary, the aim was to share information transparently. Councillor Robert Alden highlighted risks that had been presented and requested that a mitigation report and a breakdown of the projects be provided for the respective MEGs. The Head of the Transport Portfolio acknowledged that risks on the programme of such size were inherent and required continuous management.

Councillor Liz Clements showed appreciation for the visual updates on the metro project and requested further details around the risks of the project. The Executive Director for Transport for West Midlands provided an update on the delivery of the metro projects and reminded members that further updates would be provided at WMCA Board in July.

Councillor John McNicholas emphasised the importance of the Member Engagement Groups and highlighted how they could report, comment, and influence programme items. This was supported by the Chair.

Resolved:

- (1) The updates and progress on key transport capital schemes progressing across the delivery portfolio were discussed.
- (2) Further progress to develop and mature the monitoring and management of transport capital delivery programmes to support the creation of a single view of the portfolio be noted.
- (3) The scheduling of alternate reports on transport capital and operations progress to the committee in line with the new governance calendar be endorsed.
- (4) The current working version of the dashboard for transport capital delivery programmes and recent progress highlights for Metro schemes be amended as discussed.
- (5) Member engagement groups to receive specific information of projects and programmes respective to their area of scrutiny.

**96. Financial Monitoring Report 2023/24**

The committee considered a report of the Financial Planning & Co-ordination Manager on the financial position as at 31 March 2024.

The Head of Finance and Business Partnering and Strategic Planning noted a year-end surplus of £3.5 million, attributed to additional advertising income from bus stations, financial commitment releases from the redevelopment of Dudley bus station. She emphasised that the results were subject to external audit, with findings to be reported later in the year. It was noted that budget savings had been moved into reserves, she raised that capital performance was behind budget but aligned with the forecast and reflected the effort to refine it.

Councillor Pervez Akhtar acknowledged the favourable variance and surplus but expressed concern over the state of the budget in previous years. He highlighted the challenges in securing government funding and highlighted the problems with the deregulated transport system, he expressed his concern for potential deficits for the upcoming years, and stressed the need for long-term, sustainable funding solutions. The Director of Integrated Transport Services emphasised ongoing efforts to sustain the existing network and exploring reform options for future bus delivery. He outlined the importance of continued collaboration with the government and other funding

sources to support the bus network. He also mentioned the expiration of the bus fare cap and the imminent spending review and shared that TfWM were waiting for clarity.

Councillor Carol Hyatt raised concerns about the 80% variance in the sustainable travel budget due to inflation and project delays. She questioned the efficiency of project management processes and the time taken to implement projects. In response, the Head of Finance Business Partnering and Strategic Planning explained the provision element linked to the Dudley bus station redevelopment and its financial implications. She discussed significant schemes under sustainable transport and the challenges in site acquisition and procurement, she highlighted the importance of timely project delivery to avoid financial discrepancies.

The Director of Strategic Partnerships and Integration highlighted lessons learned from past metro projects and the need to improve the delivery of future capital projects. He stressed the importance of building capacity to deliver projects effectively within funding windows. Councillor Leslie Kaye enquired about the 20% under-budget figure for child concessions, and questioned whether it was due to lack of demand or provision. The Director of Integrated Transport Services explained the negotiation process with bus operators and the impact of ticket demand on the budget variance.

Councillor John McNicholas asked about the use of the transport risk reserve and its implications for transport funding. The Head of Finance Business Partnering and Strategic Planning clarified the process for using reserves, which were approved by the Board and could be used for various transport activities.

Councillor Liz Clements expressed concerns about the standstill in the transport budget and its implications for transport ambitions. She highlighted the need for stable funding for bus services and criticised the use of improvement funds for private operators. The Chair emphasised the role of the committee in holding the mayor accountable for transport and its funding. The Head of Finance Business Partnering and Strategic Planning noted ongoing discussions with the Mayor and leaders about the long-term funding gap.

Councillor Robert Alden stressed the importance of sustainable revenue funding and questioned whether the budget was sufficient for rescheduled metro works and the re-evaluation of the Coventry Electric bus program. The Director of Integrated Transport Services explained the re-evaluations due to changes in fleet numbers and procurement, ensuring the project remained within budget. Councillor Carol Hyatt enquired about the variance in grants handed over to local authorities. The Head of Finance Business Partnering and Strategic Planning explained the conditional release of funds based on approved business cases and quarterly expenditure reports from local authorities.



Councillor Ian Kettle asked about the total cost of the original regeneration scheme. The Head of Finance Business Partnering and Strategic Planning confirmed that the scheme was managed by Coventry and offered to provide further details. Councillor Liz Clements enquired about the inclusion of Birmingham in the highways maintenance funding and the progress on finding a sponsor for the West Midlands cycle hire scheme. The Director of Transport for West Midlands confirmed that Birmingham would receive full PFI funding for the year from DHLUC and confirmed ongoing discussions with potential sponsors for the cycle hire scheme without any confirmed agreements.

Councillor Pervez Akhtar highlighted the long-term struggle with the revenue budget and emphasised the need for sustainable funding. He questioned the significant variances in the transport investment budget and the need for timely project delivery. The Director of Integrated Transport Services discussed the link between a higher transport levy in Greater Manchester and the region's fares increases, emphasising the need for equitable fare setting with private operators.

Resolved:

- (1) The outturn position as at 31 March 2024 against the TfWM revenue budget which showed a favourable variance of £3.5m be noted.
- (2) The TfWM capital programme outturn position as of 31 March 2024 which showed a favourable variance of £111.6m for WMCA delivered schemes and a favourable variance of £83.3m for externally delivered schemes against budget be noted.
- (3) The progress against the use of CRSTS grant funding be noted.

**97. Appointment of Scrutiny Champions and Member Engagement Groups**

The committee considered a report of the Governance & Scrutiny Manager on the appointments to the six Scrutiny Champion positions and membership of the six Member Engagement Groups (MEG)

The Chair encouraged members to attend the Member Engagement Group meetings and encouraged Scrutiny Champions to engage with lead officers in order to deliver value-added contributions.

The Governance & Scrutiny Manager highlighted the reporting process and confirmed the membership for each Member Engagement Group and Scrutiny Champion appointments. In response to Councillor John McNicholas, he confirmed that recommendations made by a Member Engagement Group would need to be presented at the Transport Delivery Overview & Scrutiny Committee in order for them to be implemented or recommended to the WMCA Board.

Councillor Liz Clements and Councillor Keith Archer proposed a Member Engagement Group specifically for Bus Reform. Councillor Liz Clements also suggested a review of legacy Member Engagement Groups, the Director of Integrated Transport Services agreed to complete the review with lead officers based on the comments made during the meeting.

Resolved:

- (1) The appointment of six Scrutiny Champions for 2024/25 be approved.
- (2) The appointment of committee members to sit on the six Member Engagement Groups for 2024/25 be approved.
- (3) A review of the Member Engagement Groups and themes be undertaken.

**98. Work Programme**

The Statutory Scrutiny Officer presented the work programme. Councillor Liz Clements proposed that the transport levy be included in the work programme. Councillor John McNicholas raised the issue of a concessionary veterans' bus pass.

The Chair requested further information from officers in order to confirm whether they should be incorporated into the work programme.

Resolved:

The committee work programme be noted.

**99. Date of Next Meeting**

The next meeting would be held Monday 9 September 2024 at 11:00am.

The meeting ended at 3.05 pm.

**Transport Delivery Overview & Scrutiny Committee – 8 July 2024  
Action Note**

Ref.	Action	Officer(s)	Completed In-Progress Outstanding
6.	<p><b>Schedule of Meetings 2024/25</b></p> <p>September’s meeting of the Transport Delivery Overview &amp; Scrutiny Committee that was to be held on Monday 2 September will now be held on Monday 9 September.</p> <p>An additional meeting of the Transport Delivery Overview &amp; Scrutiny Committee was to be held in May 2025.</p> <p>Future meetings of the committee were to be held as follows:</p> <p><b>Group Meetings</b> - 10:00am - 11:00am  <b>Committee</b> - 11:00am - 1:00pm  <b>Break</b> - 1:00pm - 1:30pm  <b>Members Briefing Session</b> - 1:30pm - 3:00pm (briefings to be recorded)</p> <p>The dates for the forthcoming Mayoral Q&amp;A sessions were to be confirmed as soon as possible and were to avoid half term holidays.</p>	<p>Lyndsey Roberts Janna Simpson</p>	<p>Completed</p>
7.	<p><b>Minutes - 8 March</b></p> <p><b>Ring &amp; Ride</b> Steve Hayes to meet with Councillor Hyatt to discuss views and concerns in relation to the Ring &amp; Ride service. Members comments and feedback should be included within WMCA Board reports</p> <p><b>Effectiveness of Member Engagement - Final Report of the T&amp;F Group</b> Lyndsey Roberts to reconvene the T&amp;F Group to enable the group to review its recommendations in light of the recent governance changes that were agreed by</p>	<p>Steve Hayes</p> <p>Lyndsey Roberts</p>	<p>Completed</p> <p>Outstanding</p>

	<p>Mayor and Leaders, and the requested further review of the constitution. The work of the T&amp;F Group is to continue with a view to feeding into the governance review.</p> <p><b>Attendance</b> Attendance record of TDOSC members to be shared with leaders to ensure that they were aware of representations at meetings.</p>	Dan Essex	Completed
8.	<p><b>Capital Delivery Programme</b> Capital Portfolio Schemes/CRSTS to influence the work programmes for the respective Member Engagement Groups. Member Engagement Groups were to receive a breakdown of projects that fall under their respective areas.</p> <p><b>Format of Capital Delivery Dashboard</b></p> <ul style="list-style-type: none"> <li>- Colour to be restored</li> <li>- Glossary to be added</li> <li>- Road Map</li> <li>- A3 not A4</li> <li>- Financial summary</li> <li>- Pressures on projects and reasons for delay (ie. funding/construction works)</li> <li>- Risk/mitigations</li> <li>- Member Engagement Groups will provide an opportunity for members to review the granular detail of a project.</li> </ul> <p><b>Wolverhampton Metro Station (St George's) - Re-Opening</b> Anne Shaw to liaise with Councillor Hyatt in relation to the reopening of Wolverhampton Metro Station (St George's).</p> <p>Councillor Huxtable proposed that the Rail, Metro &amp; Sprint MEG could also review the concerns in relation to the delays at Wolverhampton Metro Station (St George's).</p> <p><b>Birmingham Eastside Metro Extension &amp; Camp Hill Railway Station</b> Anne Shaw to provide Councillor Clements with an update on timescales for delivery following discussions with HS2.</p>	<p>Jenni MacKenzie</p> <p>Jenni MacKenzie</p> <p>Jenni MacKenzie/Jo Shore</p> <p>Councillor Robert Alden</p> <p>Jenni MacKenzie/Jo Shore</p>	<p>In Progress</p> <p>In-Progress</p> <p>Completed</p> <p>Completed</p>

	<p><b>WMCA Board - 19 July (Transport Reports)</b> Lyndsey Roberts to share the WMCA Board reports with members when published on Thursday 11 July.</p> <p><b>Additional Recommendation - Role of Member Engagement Groups</b> Janna Simpson to include an additional recommendation within the minutes of this meeting with regards to the role of the MEG's as discussed by members.</p>	Lyndsey Roberts	Completed
		Janna Simpson	Completed
9.	<p><b>Financial Monitoring Report</b></p> <p><b>Digbeth Project/Works – Completion Date and Projects not completed on time</b> Sandeep Shingadia to liaise with Councillor Zaker Choudhry regarding Digbeth and the projects within this area in addition to sharing information in relation to the Birmingham Eastside Extension programme.</p> <p><b>Coventry Electric Bus Programme (fleet and numbers – procurement)</b> Pete Bond to provide Cllr Robert Alden with some further information on the changes to the Coventry Electric Bus Programme.</p> <p><b>Coventry City Centre South Regeneration Project</b> Kate Taylor to speak with Coventry City Council colleagues regarding the total original cost of the Coventry City Centre South Regeneration Project and liaise directly with Councillor Kettle.</p>	Sandeep Shingadia	Completed
		Pete Bond	In progress
		Kate Taylor	Completed
10.	<p><b>Appointment of Scrutiny Champions and Member Engagement Groups</b> The agreed appointments can be viewed here &gt;&gt; <a href="#">MEG Membership 2024 25 - Agreed by TDOSC 8 July 2024.docx</a></p> <p><b>MEG Review</b> Following comments made by Councillor Clements regarding the MEG themes and in light of the Mayoral priorities in relation to bus, it was considered that there was a need for a change to the MEGs to focus on Bus Options. Pete Bond agreed to undertake a short review of the MEGs in light of the comments made with a view to bringing forward recommendations to the next meeting of the committee.</p>	Pete Bond/Anne Shaw/Dan Essex	In progress

	<p><b>Bus Services in Castle Bromwich (Councillor Leslie Kaye)</b> Pete Bond agreed to liaise with Councillor Kaye to discuss a specific issue within his ward.</p>	Pete Bond	Completed
11.	<p><b>Work Programme</b></p> <p><b>Transport levy</b> Kate Taylor to produce a briefing note for members on the Transport Levy (with comparison information) for members to review ahead of its next meeting.</p> <p><b>Potential Scrutiny Review – Revenue Funding</b> Councillor Huxtable to explore the possibility of a future scrutiny review to examine revenue funding.</p> <p><b>Veterans Bus Pass and Implications</b> Kate Taylor to produce a briefing note in relation to a Veterans Bus Pass and the implications.</p> <p><b>Members Allowances</b> Lyndsey Roberts to share the details on the Members Allowances with all members for information.</p>	<p>Kate Taylor</p> <p>Councillor Huxtable Kate Taylor Lyndsey Roberts</p> <p>Kate Taylor</p> <p>Lyndsey Roberts</p>	<p>Completed</p> <p>Outstanding</p> <p>Outstanding</p> <p>Completed</p>



**Name of meeting:** Transport Delivery Overview & Scrutiny Committee

**Meeting date:** 9<sup>th</sup> September 2024

**Report title:** Deeper Devolution: Transport implementation and emerging devolution opportunities

**Portfolio Lead:** Mayor of the West Midlands

**Responsible Director:** Anne Shaw, Executive Director, Transport for West Midlands

**Report author:** Adam Harrison, Principal Policy & Strategy Officer, [adam.harrison@tfwm.org.uk](mailto:adam.harrison@tfwm.org.uk) / David Harris, Strategy & Place Manager: [david.harris@tfwm.org.uk](mailto:david.harris@tfwm.org.uk)

**Key Decision?** Yes

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Is the ability for the Combined Authority to make a decision internally reliant on Constituent or Non-Constituent Councils making a formal decision first?

Yes       No

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**Public/private report:** Public

**Exempt by virtue of paragraph:** N/A

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## 1. Decision/s Recommended

- 1.1 Review progress on delivering against the Deeper Devolution Deal (DDD) - Transport Implementation Plan.
- 1.2 Agree to work with relevant Member Engagement Groups (MEG) in order to scrutinise the emerging opportunities from the Government's new approach to English Devolution, the forthcoming transport bills and the emerging local transport pillar priorities from the single settlement between WMCA and Government.

## 2. Voting Requirements

- 2.1 A majority of voting members, in attendance in the meeting room and indicating their preference, are required to vote in favour of any recommendation/proposition for it to become a decision of the committee.

## 3. Executive Summary

- 3.1 To update members on the Deeper Devolution Deal (DDD) - Transport Implementation Plan and opportunities arising from the Government's approach to English Devolution.

#### **4. Matters for Consideration**

- 4.1 TfWM has committed resources to develop and deliver the transport elements of the DDD and this is supported by an implementation plan. An overview of the plan was reported to this Committee on 26<sup>th</sup> February 2024.
- 4.2 TfWM continue to coordinate delivery across the combined authority, local authority partners and with Government. Oversight has been undertaken by TfWM Planning Group and Strategic Transport Officers Group (STOG). Progress is set out below:

##### *Single Settlement*

- 4.3 TfWM officers continue to work with WMCA and local authority officials to support the development of a single settlement with Government. A Single Settlement Understanding (MoU) was published at the Autumn Statement 2023<sup>1</sup> and ratified by WMCA Board in March 2024. Further technical annex were published at the Spring Budget 2024.<sup>2</sup>
- 4.4 As reported to WMCA Board in March 2024, the single settlement will replace many of the different funding streams through which Government devolves funds to the WMCA. The single settlement will encompass funding corresponding to the 'functional responsibilities' of Local Growth and Place, Local Transport, Adult Skills, Housing and Regeneration and Retrofit (Net Zero). The single settlement will provide greater flexibility over how these funds can be spent locally, aligned to our priorities.
- 4.5 The new Government have reconfirmed its commitment to a single settlement funding approach and indicated this will eventually be available to all Mayoral Combined Authorities. Furthermore, the Chancellor has confirmed a Budget will take place on October 30 to set departmental budgets for financial year 2025-2026. A multi-year Spending Review has been launched and will conclude in Spring 2025. This is expected to set departmental budgets for three years.

##### *Infrastructure*

- 4.6 A final revised business case to assist the delivery of Wednesbury to Brierley Hill metro was approved for submission by WMCA Board on 19th July 2024. The revised case will now be considered by DfT and Ministry of Housing, Communities and Local Government (MHCLG) to unlock the £60m funding committed through the DDD.

##### *Transport Planning*

- 4.7 A new Local Transport Plan (LTP5) is in development by WMCA; a Core Strategy was approved in February 2023, a consultation on draft Big Moves took place in Spring 2023 and work on developing the four LTP5 Area Strategies and the Implementation Plan

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<sup>1</sup>  
[https://assets.publishing.service.gov.uk/media/655d0945d03a8d001207fe19/Memorandum\\_of\\_Understanding\\_for\\_the\\_Single\\_Settlements\\_with\\_Greater\\_Manchester\\_and\\_West\\_Midlands\\_Combined\\_Authorities\\_FINAL.pdf](https://assets.publishing.service.gov.uk/media/655d0945d03a8d001207fe19/Memorandum_of_Understanding_for_the_Single_Settlements_with_Greater_Manchester_and_West_Midlands_Combined_Authorities_FINAL.pdf)

<sup>2</sup>  
[https://assets.publishing.service.gov.uk/media/65e71b503f69457ff10360e2/Annex\\_to\\_the\\_Memorandum\\_of\\_Understanding\\_for\\_the\\_Trail\\_blazer\\_Single\\_Settlements\\_with\\_Greater\\_Manchester\\_and\\_West\\_Midlands\\_Combined\\_Authorities.pdf](https://assets.publishing.service.gov.uk/media/65e71b503f69457ff10360e2/Annex_to_the_Memorandum_of_Understanding_for_the_Trail_blazer_Single_Settlements_with_Greater_Manchester_and_West_Midlands_Combined_Authorities.pdf)



has been progressed. TDOSC received an update on progress in February 2024.

- 4.8 In parallel to the LTP5, work on progressing the Deeper Devolution Deal and the Single Settlement has seen the development of the initial Transport Functional Strategy setting out how that funding will be used to deliver the outcomes agreed with Government over the next spending period. The Functional Strategy is shaped by the LTP5.
- 4.9 At the time of the update to TDOSC in February 2024, it was anticipated that WMCA Board would be asked to approve a consultation on the draft Area Strategies and Implementation Plan in Summer 2024 with a view to full adoption of the LTP5 towards the end of the year.
- 4.10 Following the Mayoral and General Elections, there have been a number of additional decisions which have had an impact on the finalisation of the LTP5. It is now anticipated, but to be formally confirmed, that the first Single Settlement next financial year will provide a 1-year funding profile, to be followed by a multi-year profile in due course. The results of the spending review cannot be anticipated, however the significant pressures on central government budgets are likely to result in less funding available through departmental budgets and any previous indicative allocations such as CRSTS2 could be subject to change.
- 4.11 At the same time, requirement for the region to develop a Local Growth Plan, the new Mayor's independent review of the WMCA's transport capital delivery programme and the region's decision to potentially move towards bus franchising have an impact on what will be set out in the LTP5 Area Strategies and Implementation Plan.
- 4.12 Before the previous Government's 'Plan for Drivers', it was anticipated that updated Local Transport Plan (LTP) guidance was to be published. The new Government have indicated that they expect LTPs to play a key role in setting local priorities for investment and updated guidance will soon be published. The Local Growth Plans will also be expected to demonstrate a clear link to LTPs.
- 4.13 Whilst the work to be ready to consult on the final elements of the LTP is now largely complete, progressing this has been paused pending further development of the single settlement discussions and any relevant considerations which may arise from HMG's October 30<sup>th</sup> Budget. Both of these may plausibly have a material impact on pace and scale of change to the transport system that it is possible to pursue. Consequently, it is now hoped that the consultation will happen in early 2025 with final adoption of the LTP5 later in 2025.
- 4.14 Informal engagement on the draft LTP5 Area Strategies with TfWM's Keep the West Midlands Moving online community took place in June 2024. This showed that there was broad agreement that the region needed to take more difficult decisions to deliver better outcomes and that there was a need to focus on localised measures to support behaviour change rather than spending significant sums on a limited number of projects.

#### *Bus Services*

- 4.15 The previous Bus Service Operators Grant (BSOG) Governance Review and Scheme was not progressed by the previous Government during the last Parliamentary session. However, as set out in paragraphs 5.1-5.4, it is hoped that the new devolution and legislative framework will offer an opportunity to recommence this priority, especially as

the WMCA progresses the next steps of the bus franchising assessment.

### *Transport Innovation*

- 4.16 Birmingham (NEC) was awarded ITS (Intelligent Transport System) World Congress hosting status on 16th October 2023. The contractual paperwork is expected to be signed in September 2024 and formally launched at the October 2024 ITS World Congress, hosted in Dubai.
- 4.17 TfWM are also working through the West Midlands Innovation Programme, to take forward a small-scale autonomous freight vehicles trial on the campus at Warwick University - later in 2024. The project is supporting the formation of WMCA's Logistics Cluster as identified in Plan for Growth.

### *Rail*

- 4.18 The previous Government had reaffirmed commitment to establish Great British Railways (GBR) but legislation was not passed during the past Parliamentary session. However, the partnership between GBR and West Midlands Rail Executive (WMRE) is now well established. The two Rail bills within the King's Speech offer future opportunities for WMRE, as set out in paragraphs 5.1-5.4.

### *Roads*

- 4.19 TfWM are awaiting a final technical options study to set out the viability of a Local Roads and Transport Network Service for the West Midlands Key Route Network (KRN). This would be something similar to the Traffic Officer Service run by National Highways. If initial viability is demonstrated, this will be subject to further detailed business case development – working with the constituent authorities, regional stakeholder and DfT.
- 4.20 TfWM and the constituent highway authorities are working together to digitise Traffic Regulation Orders (TRO's) across the West Midlands, as part of the Rules of the Road project. Digitising TRO's are now required by the Automated Vehicles Act (2024).

## **5. What options have been considered and what is the evidence telling us about them?**

- 5.1 The new Government has set out an ambitious devolution agenda, which is central to the government's mission to boost economic growth. This will be set out in the English Devolution Bill and aims to further devolve powers and resources to strategic authorities such as the WMCA. The new Secretary of State for Transport, Louise Haigh, has also set out 5 strategic priorities, putting transport at the heart of mission-driven government.
- 5.2 The King's Speech, published on 17th July 2024, sets out the legislative priorities to support the above priorities. Bills of interest to WMCA/TfWM/WMRE include: -
- English Devolution Bill: to establish a new framework for English devolution, moving power out of Westminster and to give local leaders the tools to drive growth.
  - Better Buses Bill: to improve and grow bus services and allow local leaders to take control of local bus services.

- Passenger Railway Services (Public Ownership) Bill: to improve the railways by reforming rail franchising and bringing train operators into public ownership.
- Railways Bill: to improve the performance of the railways and establish GBR.

5.3 These Bills alongside the new Government’s key priorities will provide a revised opportunity for the WMCA to refocus the DDD Transport Implementation Plan delivery as well and where appropriate to evolve it to secure new ways to deliver a better integrated transport system for residents of the West Midlands.

5.4 WMCA are working closely with national bodies to help the Government develop the details of the further English Devolution and wider legislative programme. This includes TfWM working through Urban Transport Group (UTG).

**6. Reasons for recommending preferred option**

6.1 A further report will be bought back to this committee in Winter 2024/25. It is also proposed to work with relevant Member Engagement Groups (MEG) to enable detailed oversight and scrutiny and cover the WMCA’s transport priorities within a new English devolution and legislative framework, and the emerging local transport pillar priorities within the single settlement.

**7. Implications and Considerations**

Priority:	Contribution:
Delivery of Strategic Transport Plan	The report supports the delivery of the LTP outcomes to improve accessibility, electrify transport and reduce traffic.
Promote inclusive economic growth in every corner of the region	The report helps to enable the region to create a safer, efficient, reliable and sustainable transport system which supports our inclusive growth ambitions.
Ensure everyone has the opportunity to benefit	The report supports the delivery of the LTP outcomes to improve accessibility.
Connect our communities by delivering transport and unlocking housing and regeneration schemes	The report helps to enable the region to create a safer, efficient, reliable and sustainable transport system.
Reduce carbon emissions to net zero and enhance the environment	The report supports the delivery of the LTP outcomes to electrify the transport system, encourage more sustainable travel behaviours and reduce traffic.
Secure new powers and resources from central government	This report attempts to secure new duties and functions for WMCA and local authorities to deliver a safer, efficient, reliable and sustainable transport system which supports our ambitions around inclusive growth.
Develop our organisation and our role as a good regional partner	The report helps to support Plan for Growth - building on strengths in transport innovation

Priority:	Contribution:
	and close working with government and industry partners.

**8. Internal Consultation and Scrutiny:**

8.1 TfWM Planning Group – 2nd September 2024.

**9. External Consultation and Scrutiny:**

9.1 LA Transport Support Group - 8th August 2024.

**10. Financial implications:**

10.1 There are no direct financial implications or asks from this report. Any impact on WMCA funding and finances is assessed and built into medium term financial planning where appropriate. Regular updates on WMCA finances are reported to WMCA Board throughout the year, including the medium-term financial plan.

10.2 The 2025/26 financial budget process will commence in September with TDOS members having the opportunity to provide scrutiny at the Mayoral Budget Q&A session on 14<sup>th</sup> December 2024. This will form part of the draft budget report that will progress to WMCA Board in January 2025 before final budget approval in February. This will include our assessment of the Autumn budget statement and its impact on WMCA.

10.3 The financial implications of specific programmes of work such as bus reform and bus delivery options have been assessed individually and reported as part of reports to WMCA Board. This will continue to be the case as any new programmes develop.

**11. Legal implications:**

11.1 Responsibility for developing and reviewing the Local Transport Plan was transferred to WMCA by the West Midlands Combined Authority Order 2016 which conferred on WMCA all the functions of the former West Midlands Integrated Transport Authority.

11.2 The devolution of the statutory function of administering Bus Service Operators Grant under section 154 (1) of the Transport Act 2000 requires a statutory Order. The WMCA carried out a governance review and developed a scheme to demonstrate that the devolution of this function would improve the efficiency and effectiveness of the delivery of this service.

11.3 This scheme was approved by WMCA Board in 2023 and submitted to the Secretary of State for consideration. We are still awaiting determination and next steps. However, it is possible that these provisions may be included in the Better Buses Bill.

11.4 The other proposals set out within the report may require further legal consideration as they are progressed particularly in relation to procurement.

**12. Single Assurance Framework implications:**

12.1 There are no Single Assurance Framework implications arising from this report.

**13. Risk implications, including Risk Appetite:**

13.1 Risks are outlined in the main body of the report. Work will continue to address any risks outlined in this report.

**14. Procurement Implications:**

14.1 There are no procurement implications arising from this report.

**15. Equality implications:**

15.1 The WMCA is committed to improving diversity, equality and inclusion. As individual schemes and programmes are developed, they will be subjected to detailed Equality Impact Assessments to demonstrate and quantify the implications on our diverse communities across the West Midlands.

**16. Inclusive Growth Implications:**

16.1 The implementation of the Deeper Devolution Deal Transport Implementation Plan will have implications for all eight fundamentals of the West Midlands Inclusive Growth Framework. We will use the greater control over investments and powers to the region to generate inclusive and sustainable economic growth for all our residents and communities.

16.2 The continued development of the LTP and the LTP motives for change, have been heavily informed by the WMCA Inclusive Growth Framework. The LTP is of most positive relevance to the Connected Communities fundamental of this framework.

16.3 As detailed schemes and programmes are developed, full consideration of the inclusive growth implications will be made in line with the LTP and the Inclusive Growth Framework.

**17. Local Authority Impact:**

17.1 The report applies to the constituent WMCA area. However, devolution of commercial BSOG may have an impact of some cross-boundary bus services.

**18. List of appendices referred to:**

18.1 N/A.

**19. Background papers used to compile this report:**

19.1 WMCA Board 15/03/2024 [Devolution Update](#)

19.2 TDOSC 26/02/2024 [Deeper Devolution Deal - Transport Implementation Plan](#)

19.3 WMCA Board 13/10/2023 [Deeper Devolution Deal Ratification](#)

**20. List of Other Relevant Documents**

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West Midlands  
Combined Authority

**Name of meeting:** Transport Delivery Overview & Scrutiny Committee

**Meeting date:** 9 September 2024

**Report title:** Rapid Transit Corridor Studies

**Responsible Director:** Anne Shaw, Executive Director, Transport for West Midlands (TfWM)

**Report author:** Sandeep Shingadia, Director of Strategic Partnerships & Integration (TfWM)

**Key Decision?** No

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Is the ability for the Combined Authority to make a decision internally reliant on Constituent or Non-Constituent Councils making a formal decision first?

Yes       No

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**Public/private report:** Public

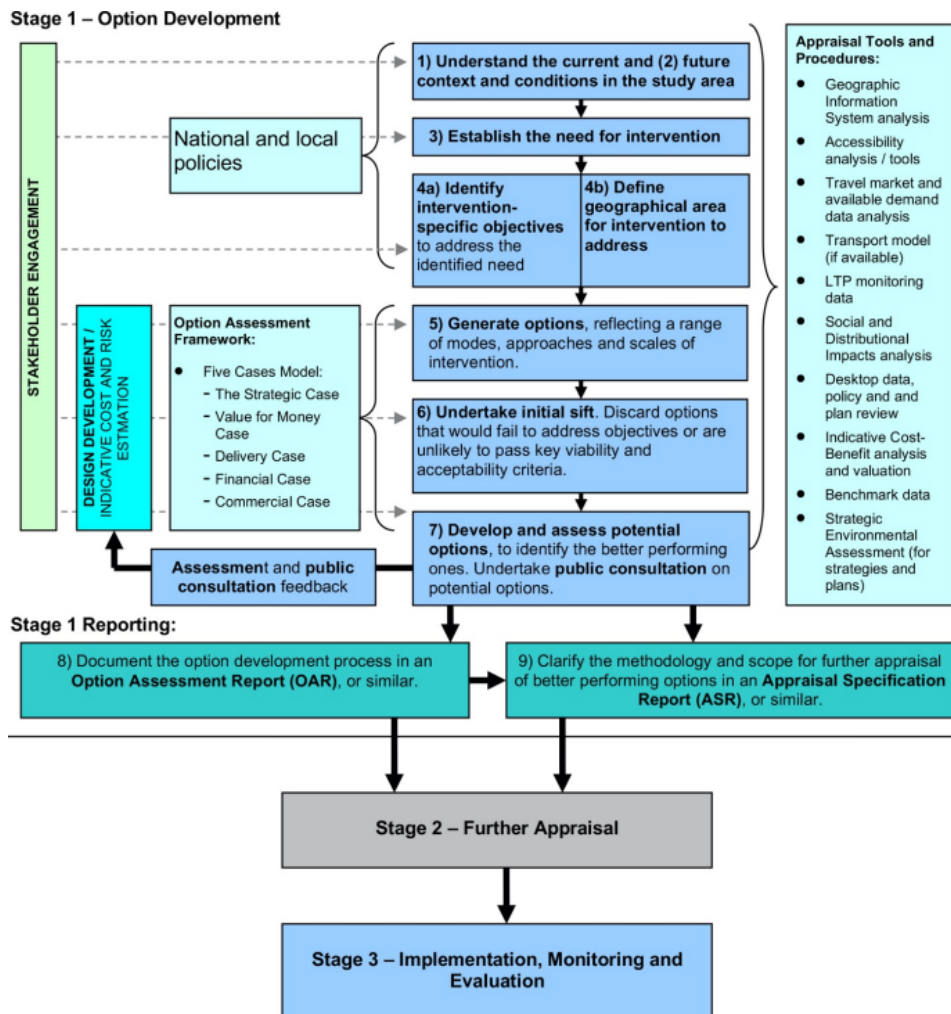
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- 1. Decision/s Recommended**
  - 1.1 Discuss the update and progress on the development of the West Midlands Rapid Transit Priority Corridors and associated work programme.
- 2. Voting Requirements**
  - 2.1 A majority of voting members, in attendance in the meeting room and indicating their preference, are required to vote in favour of any recommendation/proposition for it to become a decision of the Transport Delivery Overview & Scrutiny Committee.
- 3. Executive Summary**
  - 3.1 To update the Committee on the status and next steps of the rapid transit corridor studies within the West Midlands.
- 4. Matters for Consideration**
  - 4.1 The West Midlands Local Transport Plan Core Strategy sets out a vision for a 45-minute region of 15-minute neighbourhoods where people can thrive without a driving licence and the need to own an expensive vehicle.
  - 4.2 To help achieve this vision, the draft LTP Public Transport and Shared Mobility Big Move identifies a West Midlands public transport system which is made up of three network tiers. These are:

- A Regional Rail and Metro network (with all 10 West Midlands strategic centres served).
- A Core network (mostly core “turn up and go” frequency bus (eg cross-city bus), with rapid transit lines for high volume corridors).
- A Secondary bus network (lower frequency bus and Demand Responsive Transport, providing comprehensive network coverage).

- 4.3 These networks will all be underpinned by common and integrated branding, ticketing, promotion, passenger information and high-quality interchanges.
- 4.4 A key element of this integrated system is the development of rapid transit lines for the core networks high volume corridors and development of the regional rail and metro network. This report sets out current development of rapid transit in the West Midlands this context. Detailed plans for tram and tram-style bus routes across the region are being drawn up.
- 4.5 Transport for West Midlands (TfWM) is looking at the options for a number of high priority corridors across the Metropolitan Area.
- 4.6 The detailed investigation of the options for these routes and building of business cases are the key first steps in the process to fund and build major new transport schemes. They will form a key part of a network of high capacity, turn-up-and-go public transport schemes across the region.
- 4.7 TfWM, which is part of the West Midlands Combined Authority (WMCA), has already secured £2.6 billion funding for transport investment between 2027 and 2032 under the City Region Sustainable Transport Settlement (CRSTS) from Government.
- 4.8 The studies being carried out are taking a mode agnostic approach to building a Strategic Outline Case (SOC) with appraisal of the corridors following DfT guidance as illustrated below:



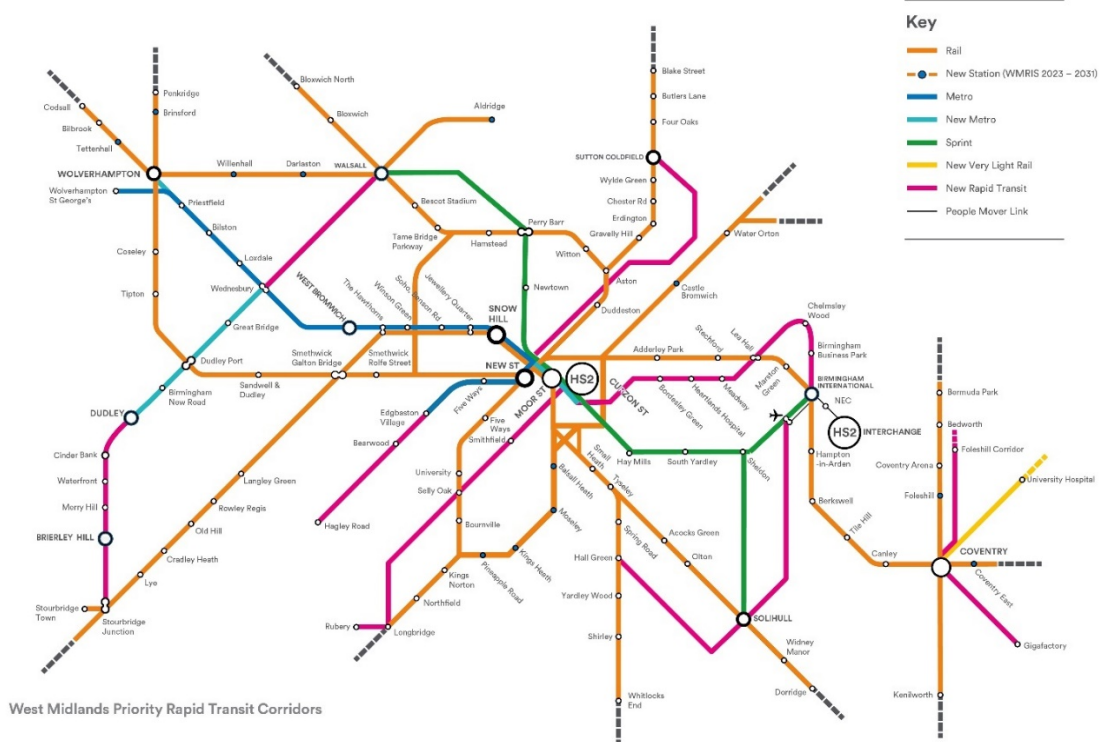


4.9 In tandem with these studies, the ground-breaking Very Light Rail technology, which could substantially reduce both the construction cost and timescales for Metro systems, is being progressed in the region with the construction of a demonstration track in Coventry city centre planned for later this year.

4.10 These and the ongoing development of the cross-city rapid bus route network are part of TfWM’s plans to decarbonise our transport by offering people sustainable, convenient and affordable alternatives to the private car for their journeys. Some of the cross-city bus routes could be upgraded to a full Sprint or Metro route as demand increases.

**5. What options have been considered and what is the evidence telling us about them?**

5.1 This new rapid transit network is included in the region’s emerging Local Transport Plan, which sets out the priorities for transport investment and development over the next two decades as illustrated below:



16/1/23

## 5.2 The priority rapid transit corridors are:

- A38 Birmingham – Sutton Coldfield
- Birmingham – Heartlands Hospital - East Birmingham – Solihull – Birmingham Airport
- Birmingham – Bearwood - Hagley Road – Halesowen
- Walsall – Brierley Hill – Stourbridge, (incorporating Dudley – Brierley Hill)
- Birmingham – Longbridge – Rubery (incorporating a potential Birmingham – Smithfield phase)
- Coventry – Foreshill Corridor
- Hall Green – Solihull – UKC Hub
- Coventry – Gigafactory Corridor

## 5.3 Longer term proposals are:

- Hagley Road – Dudley (A4123 corridor)
- Birmingham – Hall Green
- Wolverhampton – New Cross Hospital
- Wolverhampton – i54
- Coventry – Binley
- Coventry – Eastern Green – Tile Hill
- Coventry – University of Warwick

5.4 The status and expected timescales of the rapid transit corridor studies that are currently in development and being funded (via CRSTS) are illustrated below (Note Submission of Strategic Outline Case (SOC) to WMCA Single Assurance Framework (SAF) and further development of Outline Business Case (OBC) following this will be subject to relevant TfWM/WMCA Governance approvals):

East Birmingham North Solihull	
<ul style="list-style-type: none"> <li>Options Appraisal / SOC completion</li> <li>WMCA SAF submission</li> <li>OBC development</li> </ul>	<p>May 2024 Jun 2024 Sep 2024 – Nov 2026</p>
Hagley Road to Halesowen	
<ul style="list-style-type: none"> <li>Procurement completion</li> <li>Options Appraisal / SOC completion</li> <li>WMCA SAF submission</li> <li>OBC development</li> </ul>	<p>Apr 2024 Feb 2025 March 2025 Apr 2025 – Jan 2027</p>
Birmingham to Longbridge	
<ul style="list-style-type: none"> <li>Procurement completion</li> <li>Options Appraisal / SOC completion</li> <li>WMCA SAF submission</li> <li>OBC development</li> </ul>	<p>Feb 2024 Feb 2025 March 2025 Apr 2025 – Jan 2027</p>
Walsall to Stourbridge	
<ul style="list-style-type: none"> <li>Procurement completion</li> <li>Options Appraisal / SOC completion</li> <li>WMCA SAF submission</li> <li>OBC development</li> </ul>	<p>Jul 2024 March 2025 April 2025 Apr 2025 – Jan 2027</p>
Hall Green – Solihull – UKC Hub (Phased)	
<ul style="list-style-type: none"> <li>Procurement completion</li> <li>Options Appraisal / SOC completion</li> <li>Business Justification Case Submission</li> </ul>	<p>Sep 2024 Mar 2025 Jul 2025</p>
Coventry – Gigafactory Corridor	
<ul style="list-style-type: none"> <li>Procurement completion</li> <li>Options Appraisal / SOC completion</li> <li>WMCA SAF submission</li> <li>OBC development</li> </ul>	<p>Nov 2024 May 2025 July 2025 Sep 2025 – Mar 2027</p>

5.5 Delivery of the above schemes will be dependent on funding availability in CRSTS 2 and successful completion of business cases.

**6. Reasons for recommending preferred option**

6.1 At this stage, the work is being undertaken on a number of priority corridors utilising the options assessment approach as set out in Section 4.

**7. Implications and Considerations**

Priority:	Contribution:
Delivery of Strategic Transport Plan	Supports delivery of Local Transport Plan rapid transit priorities.
Promote inclusive economic growth in every corner of the region	The rapid transit corridors support a number of connectivity and accessibility

Priority:	Contribution:
	improvements that enable sustainable journeys providing access to opportunity and encouraging inward investment within other programmes of activity. These investments also address the decarbonisation of the transport system either directly or by transferring some journeys from private car to public transport including active travel.
Ensure everyone has the opportunity to benefit	As above
Connect our communities by delivering transport and unlocking housing and regeneration schemes	As above
Reduce carbon emissions to net zero and enhance the environment	As above
Secure new powers and resources from central government	N/A
Develop our organisation and our role as a good regional partner	The report updates TDOSC members on progress by WMCA/TfWM with Local Authorities as on improved cross-partner working in the region as rapid transit network grows. The report deals with priority corridors that will improve connectivity across the wider West Midlands Combined Authority (WMCA) in line with the principles set out in the Local Transport Plan.

## 8. Internal Consultation and Scrutiny:

8.1 The contents of this report have been considered through the Transport for West Midlands Planning Group.

## 9. External Consultation and Scrutiny:

9.1 No external consultation or scrutiny undertaken at this stage given the early nature of the work being undertaken as part of the corridor studies.

## 10. Financial implications:

10.1 An allocation of £600k CRSTS1 funding was approved by WMCA Board in January 2023, with subsequent DfT approvals being received by September 2023 which is supporting the mass transit corridor studies for East Birmingham North Solihull, Longbridge and Walsall to Stourbridge. To July 2024, circa £123.5K has been spent project life to date primarily on the EBNS corridor feasibility studies. This is the only spend to date on rapid transit thus far, with future spend per the approvals outlined below remaining to go.

10.2 Hagley Road has £400k allocated via CRSTS which was approved in October 2023.

- 10.3 Hall Green – Solihull – UKC Hub has £200k allocated via the Investment Programme which approved in May 2023.
- 10.4 Coventry to Gigafactory has £125k allocated via the CRSTS Capacity Fund which was approved in May 2024.
- 11. Legal implications:**
- 11.1 Under the Transport Works Act 1992/2017 Bus Services Act there are powers conferred for the WMCA to develop strategies/policy to improve bus services and light rail.
- 11.2 Where WMCA takes any decisions of this nature it must consider the consequences and impact of its proposed decisions for service users and service providers and take account of any relevant government guidance in addition to the established public law principles relating to decision making so that all relevant considerations are considered.
- 11.3 WMCA may need to respond to any complaints from affected service users/stakeholders as well as FOIA requests about the policy aims/service provision and its development going forward.
- 11.4 Legal will also support with any subsequent Procurement activity on a case by case basis.
- 12. Programme Assurance and Appraisal implications:**
- 12.1 Assurance and Appraisal reviews will be undertaken as appropriate for each corridor study and corresponding business case.
- 13. Risk implications, including Risk Appetite:**
- 13.1 Risk registers will be developed for each of the corridor studies as part of the business cases. These will be actively monitored.
- 14. Procurement Implications:**
- 14.1 WMCA in its capacity as a Contracting Authority will undertake a compliant and transparent procurement exercise with full regard to the Public Contract Regulations (PCR) 2015 (as amended). Where a tender route utilises Transport Planning Frameworks, any Call Off documentation produced will be in accordance with the prescribed framework processes, and in accordance with PCR Regulation 33 (Frameworks as amended).
- 15. Equality implications:**
- 15.1 There are significant implications for the general public as a consequence of this work and it is recommended that a full Equity impact assessment should be conducted for each of the corridors. This is to ensure the equity of those with protected characteristics as per the Equality Act 2010.
- 15.2 It is critical that inclusive engagement and consultation is performed to understand how it is likely to affect people from a broad range of groups and protected characteristics during and after construction – with enough time to take on board comments and consider appropriately.
- 15.3 During construction it is imperative that those with disabilities such as visual

impairments can still safely navigate the transport network. It is recommended that Inclusive Mobility guidance is applied.

**16. Inclusive Growth Implications:**

16.1 Rapid transit schemes, which will be delivered in line with the Local Transport Plan's priorities, will support inclusive growth objectives by:

- Enabling wider labour markets;
- Providing access to skills, education and training;
- Unlocking high value growth clusters;
- Supporting regeneration and place making initiatives.

**17. Local Authority Impact:**

17.1 The rapid transit corridor studies are being undertaken with relevant constituent Local Authorities.

**18. List of appendices referred to:**

18.1 None

**19. Background papers used to compile this report:**

19.1 None

**20. List of Other Relevant Documents**

20.1 None



**Name of meeting:** Transport Delivery Overview and Scrutiny Committee

**Meeting date:** 9 September 2024

**Report title:** WMCA Board Summary Report

**Responsible Director:** Anne Shaw – Executive Director TfWM

**Report author:** Anne Shaw – Executive Director TfWM

**Key Decision?** No

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Is the ability for the Combined Authority to make a decision internally reliant on Constituent or Non-Constituent Councils making a formal decision first?

Yes       No

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**Public/private report:** Public

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- 1. Decision/s Recommended**
  - 1.1 Note the reports that are due to be presented at the WMCA Board on the 11 October 2024 and engagement with Committee members through discussions in the Member Engagement Groups providing input.
- 2. Voting Requirements**
  - 2.1 A majority of voting members, in attendance in the meeting room and indicating their preference, are required to vote in favour of any recommendation/proposition for it to become a decision of the Transport Delivery Overview & Scrutiny Committee,
- 3. Executive Summary**
  - 3.1 There are four reports due to be presented to the WMCA Board on the 11 October as listed below with a brief summary of each.
    - 3.1.1. Bus Depot Strategy - The need for a depot strategy to remove barriers of entry for bus operators to the region. This is required to deliver under any operating model including de-regulated market or under a franchised model. This will help to support competition as bus fleets adapt to zero emission models where infrastructure can lock out competition on a permanent basis unless the infrastructure is owned and managed through the LTA. Depot ownership is a key mechanism to drive in competition to the

regional bus industry and assist in managing costs for contracted socially necessary services or under a franchised market. There are no financial decisions as a consequence of this report directly as it is to agree the strategic approach and noted that each depot site will be taken through the relevant governance with an individual business case. The assumption for depots is borrowing and where possible they will seek to be self-financing through income.

- 3.1.2. Bus network Stabilisation update – Following private discussions at the WMCA board in July, this report will update the board on progress made to enter into initial negotiations with bus operators to consider further grant agreements with bus operators to stabilise and maintain the bus network from January 2025 following the current grant agreements expiring in December.
- 3.1.3. The Provision of Ring and Ride and Demand Responsive Transport for the region – This will set out the new Target Operating Model (TOM) for Ring and Ride and Demand Responsive services across the region from April 2025. Ring and Ride is a provided through local policy decisions of the WMCA as a socially necessary service that tackles social inequality including loneliness and ensuring accessibility to local amenities and services for residents with mobility issues and who cannot access mainstream public transport. The report will provide an overview of the procurement process and that securing the best value for money objectives from the new contract will require a 5-year funding allocation to provide contract certainty to invest in fleet, technology, people and processes. This will help to optimise the service for its customers and attract new customers to the service.
- 3.1.4. Road Safety Action Plan 2024-2030 – this sets out the key actions to be taken across multiple partners including the WMCA, Local Authorities, West Midlands Police, West Midlands Fire services and other agencies to achieve the vision zero policy goal of reducing by 50% the numbers of killed and seriously injured on our roads by 2030.

**4. Matters for Consideration**

- 4.1 Many of the subjects within the reports have been discussed through Member Engagement Groups with many members of the Committee.
- 4.2 This Committee may wish to provide any additional thoughts and commentary ahead of the WMCA board on the 11 October which can be taken into consideration.

**5. What options have been considered and what is the evidence telling us about them?**

- 5.1 Each item to be presented to the WMCA board has considered various options and this will be set out in the individual board reports.

**6. Reasons for recommending preferred option**

- 6.1 The recommendation of the preferred option will be set out in each individual WMCA board report.

**7. Implications and Considerations**

Priority:	Contribution:
Delivery of Strategic Transport Plan	To be set out in the board reports



Priority:	Contribution:
Promote inclusive economic growth in every corner of the region	To be set out in the board reports
Ensure everyone has the opportunity to benefit	To be set out in the board reports
Connect our communities by delivering transport and unlocking housing and regeneration schemes	To be set out in the board reports
Reduce carbon emissions to net zero and enhance the environment	To be set out in the board reports
Secure new powers and resources from central government	To be set out in the board reports
Develop our organisation and our role as a good regional partner	To be set out in the board reports

**8. Internal Consultation and Scrutiny:**

8.1 The items the subject of this report have been considered in a number of Member Engagement groups prior to this committee.

**9. External Consultation and Scrutiny:**

9.1 Each report to be presented to the WMCA board will set out the external consultation and scrutiny provided where applicable.

**10. Financial implications:**

10.1 There are no financial implications because of this report. Each report to be presented to the WMCA board will have detailed financial comments.

**11. Legal implications:**

11.1 As this is a summary report there are no legal implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

**12. Single Assurance Framework implications:**

12.1 As this is a summary report there are no SAF implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

**13. Risk implications, including Risk Appetite:**

13.1 As this is a summary report there are no risk implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

**14. Procurement Implications:**

14.1 As this is a summary report there are no procurement implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

**15. Equality implications:**

15.1 There are potential positive equity implications for disabled people and people facing social isolation via the new Target Operating Model (TOM) for Ring and Ride and Demand Responsive services across the region from April 2025. There are also potential positive socio-economic implications as referenced in the executive summary. This will be considered in detail in the individual reports being presented to the WMCA board.

**16. Inclusive Growth Implications:**

16.1 The Inclusive Growth team have reviewed this report and will input into all of the individual board reports.

**17. Local Authority Impact:**

17.1 Any Local Authority impact will be highlighted in the main WMCA Board reports.

**18. List of appendices referred to:**

18.1 None

**19. Background papers used to compile this report:**

19.1 None

**20. List of Other Relevant Documents**

20.1 None



**Name of meeting:** Transport Delivery Overview & Scrutiny Committee

**Meeting date:** 9 September 2024

**Report title:** Member Engagement Groups – Progress Report

**Responsible Director:** Anne Shaw – Executive Director for Transport for West Midlands  
Air Quality, Congestion & Environmental Impact - Councillor Ian Ward

**Responsible authors/Scrutiny Champions:** Finance & Performance - Councillor Pervez Akhtar  
Passenger First - Councillor John McNicholas  
Passenger & Road Safety - Councillor Leslie Kaye  
Rail, Metro & Sprint - Councillor Robert Alden  
Sustainability & Active Travel - Councillor Carol Hyatt

**Key Decision?** No

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Is the ability for the Combined Authority to make a decision internally reliant on Constituent or Non-Constituent Councils making a formal decision first?

Yes       No

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**Public/private report:** Public

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**1. Decision/s Recommended**

- 1.1 To receive a report back from each Scrutiny Champion in respect of the recent meeting of their Member Engagement Group.
- 1.2 To consider specific recommendations made by the MEGs to this committee, specifically:

**Sustainability & Active Travel MEG** (*Councillor Carol Hyatt*)

- (a) To note that further details about the challenges facing Active Travel Infrastructure delivery will be discussed at the next MEG meeting.

**Passenger & Communications MEG** (*Councillor John McNicholas*)

- (b) The name of this MEG be changed from Passenger First Member Engagement Group to Passenger Communications Member Engagement Group.

- (c) In respect of the Ring & Ride/Demand Responsive Transport Target Operating Model, the details of this, which was currently being procured and had been supported by the former WMCA Lead Member for Transport and endorsed by Transport Delivery Overview & Scrutiny Committee at its meeting on 22 January 2024 be noted, acknowledging that the service specification reflected the recommendations of the high-level strategic appraisal of the Ring & Ride service.
- (d) A briefing note for members of the committee be produced to highlight opportunities around bus liveries in the short term and in the longer term as part of bus franchising.

**2. Voting Requirements**

- 2.1 A majority of voting members, in attendance in the meeting room and indicating their preference, are required to vote in favour of any recommendation for it to become a decision of the Transport Delivery Overview & Scrutiny Committee.

**3. Executive Summary**

- 3.1 The Member Engagement Groups provide members of this committee with an opportunity to meet and discuss in more detail transport-related issues that are grouped around broad thematic areas. 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.

**4. Matters for Consideration**

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

<p><b>Air Quality, Congestion &amp; Environmental Impact MEG</b> (Scrutiny Champion - Councillor Ian Ward) Date of Meeting: 24 July 2024</p>
<p><b>Highlights &amp; Performance</b> The MEG agreed its terms of reference.</p> <p><u>Work of Midlands Connect on air quality</u> The work of Midlands Connect on improving air quality was considered. Key points made by the MEG were:</p> <ul style="list-style-type: none"> <li>(a) As well as actions to reduce emissions on road networks, Midlands Connect is promoting the electrification of rail lines in central England.</li> <li>(b) The MEG would welcome a speaker from Midlands Connect at a future meeting to hear about its strategy and measures which support, and could support further, efforts in the West Midlands to improve air quality. This includes consideration of the role of reducing motorway speed limits from 70mph to 60mph for some sections of motorway.</li> </ul>

### West Midlands Local Authority Air Quality Annual Status Reports 2023

Local authority performance to improve air quality was considered. This was through analysis of all seven local authorities 2023 Annual Status reports. Key points made by the MEG were:

- Positive to see a major reduction in the number of sites exceeding national annual average NO<sup>2</sup> levels between 2018 and 2022 (from 77 sites in 2018 down to 26 sites in 2022).
- Demonstrates that the Clean Air Zone was needed for central Birmingham.
- Electric buses have had a positive impact on air quality in Coventry, eg. Foleshill Road.
- Need to ensure PM<sup>2.5</sup>'s are tackled effectively.

### Bus retrofit and ZEBRA funding update

The MEG heard that the Department for Food, Environment & Rural Affairs was still reviewing its bus retrofit programme. The MEG then noted progress with a change request to be submitted to the Department for Transport soon for new zero emission buses for the West Midlands.

### **Areas of work for the MEG for 2024/25**

The MEG identified a number of themes to be considered in 2024/25. A work programme is currently being developed from the list of themes for papers and presentations. The themes identified were:

- Updates on the WMCA Air Quality Framework and Local Transport Plan.
- Presentation by Midlands Connect.
- Work with schools to help improve air quality.
- London boroughs presentation on anti-idling.
- Congestion hotspots in the West Midlands, and how they are being tackled, including measures to improve bus performance such as traffic signal priority and the role of dynamic traffic management.
- The work of Aston University on predictive congestion traffic modelling.
- West Midlands work for a Centre of Excellence on decarbonising the lifecycle of roads.
- Monitoring results of the Clean Air Zone.
- Capital scheme delivery for schemes which support air quality strategy.

### **Challenges & Risks**

The challenges of delivery of schemes and measures to improve air quality were highlighted at the meeting.

### **Recommendations**

The MEG did not propose any specific recommendations to be considered by the Transport Delivery Overview & Scrutiny Committee.

### **Date of Next Meeting**

Wednesday 25 September 2024.

**Rail, Metro & Sprint MEG** (Scrutiny Champion - Councillor Robert Alden)

Date of Meeting: 6 August 2024

**Highlights & Performance**

The MEG considered updates on the projects contained within the capital programmes for rail, metro, Sprint and Cross City bus.

Rail Programme

The MEG reviewed progress on Package 1 (Darlaston and Willenhall), Package 2 (Camp Hill Line), Aldridge, Witton, Dudley Port, and the TfWM new stations studies (Tettenhall, Castle Bromwich, and Coventry East). Updates were provided on the status of these schemes post the recent WMCA Board. In other rail matters, the MEG heard that the Chancellor of the Exchequer's recent announcement regarding the cancellation of the Restoring Your Railway programme did not affect any projects within the region. An update was also provided on Midlands Rail Hub and the Department for Transport's Midlands, Yorkshire, North East (MYNE) study. The MEG also discussed transport matters related to travel to and from Villa Park and St Andrews.

Metro Programme

Project updates were considered for each of the Wednesbury-Brierley Hill, Eastside, Westside, and Wolverhampton tram extensions. As with the rail programme, a discussion took place on the recent decisions taken at WMCA Board. On Eastside, the MEG was advised of the interface with HS2's Curzon Street station, with operation of services through to Digbeth dependent on the completion of the HS2 works. A MEG site visit to the HS2 Curzon Street site is planned.

Sprint/CrossCity Bus

On Sprint, the MEG was advised that three of the six work packages had now received cabinet approval from their respective local authorities, with work due to start later in the year. This would largely involve lining and signing for bus lanes. An update was provided on the vehicles that are due to be used for Sprint, with these being articulated and electric. The MEG heard that a public consultation on Cross City bus is due to start in September, with some initial stakeholder briefing having already begun.

Lastly, the MEG considered the Mass Rapid Transit Studies that are being developed for several transit corridors across the region. One of these covered Stourbridge to Walsall and was identified as relevant to the Wednesbury-Brierley Hill metro scheme as a means of connect this project into the existing rail/park and ride network at Stourbridge.

**Areas of Work for the MEG for 2024/25**

Areas identified included:

- Lessons learnt on capital schemes.
- Midlands Rail Hub.
- Mass Rapid Transit Studies.
- Rail fares simplification.
- Rail reforms.

<ul style="list-style-type: none"> <li>• Seeking examples of best practice from across the UK and overseas.</li> </ul>
<p><b>Challenges &amp; Risks</b> The challenges of delivery of schemes and cost control were identified.</p>
<p><b>Recommendations</b> The MEG did not propose any specific recommendations to be considered by the Transport Delivery Overview &amp; Scrutiny Committee.</p>
<p><b>Date of Next Meeting</b> 7 October 2024</p>

<p><b>Sustainability &amp; Active Travel MEG</b> (Scrutiny Champion - Councillor Carol Hyatt) Date of Meeting: 7 August 2024</p>
<p><b>Highlights &amp; Performance</b> The MEG agreed its terms of reference.</p> <p>The MEG agreed the workplan for 2024/25, identifying a number of key themes for the year ahead.</p> <p>The following agenda items were then considered.</p> <ul style="list-style-type: none"> <li>• Active Travel Infrastructure.</li> <li>• Influencing Transport Lab.</li> <li>• Behaviour Change Hub.</li> </ul>
<p><b>Challenges &amp; Risks</b> A number of challenges were identified during the MEG:</p> <ul style="list-style-type: none"> <li>• Challenges spending allocated funding from Active Travel England (ATE) within set timescales.</li> <li>• Delays to change requests sent to ATE and meeting design standards.</li> <li>• Strategic Assurance Framework compliance can take some time, however this is a necessary process to provide assurance.</li> <li>• WMCA's Active Travel Capability rating may be impacted by departures from ATE design standards.</li> </ul>
<p><b>Recommendations</b></p> <p>(1) To note that further details about the challenges facing Active Travel Infrastructure delivery will be discussed at the next MEG meeting.</p>
<p><b>Date of Next Meeting</b> 26 September 2024</p>

**Finance & Performance MEG** (Scrutiny Champion - Councillor Pervez Akhtar)

Date of Meeting: 12 August 2024

**Highlights & Performance**

The first meeting of the year discussed those areas the MEG wished to focus on during 2024/25:

- Medium Term Financial Plan and financial sustainability.
- Bus franchising finances.
- Accessible transport finances.
- Single Settlement finances and what it means for transport.
- Capital performance.

**Recommendations**

The MEG did not propose any specific recommendations to be considered by the Transport Delivery Overview & Scrutiny Committee.

**Date of Next Meeting**

3 September 2024

**Passenger Communications MEG** (formerly *Passenger First MEG*) (Scrutiny Champion - Councillor John McNicholas)

Date of Meeting: 15 August 2024

**Highlights & Performance**

The first area of discussion was to review the terms of reference, with several changes made to reflect the key areas to focus on during the course of the year. The name was agreed to be changed to the 'Passenger Communications Member Engagement Group'. Standing items were agreed to include updates from Customer Services, Communications, and bus franchising. It was also agreed that at each meeting there would be a key focus item, suggested items included: Real Time Information and the potential to ask external bodies to join, such as Transport Focus, local disability groups, members of the Youth Forum and input from a local University. Members were also asked to send in their own suggestions for areas to focus on.

The meeting then moved to private session with Pete Bond (Director of Integrated Transport Services) updating the group on current bus funding arrangements and planning for January 2025.

The key item of focus for this meeting was bus franchising, Pete Bond outlined next stages of the process following the WMCA Board's decision on 19 July 2024 to move to audit. It was noted that the Mayor had already indicated that he will be looking to acknowledge the decision of the WMCA Board following the completion of the audit and consultation by April 2025. Should the decision be taken then to adopt bus franchising, there will be a two-year mobilization period for the rollout of the first franchised lot in 2027 with the entire bus network franchised by early 2029.



The group then received a presentation on the Ring & Ride/Demand Responsive Transport (DRT) Target Operating Model, alongside the first draft of the report due to be presented to TDOSC in September. The group was asked to note the details of the Target Operating Model currently being procured and acknowledge specification reflects the high-level review, whilst understanding that contract discussions are not yet concluded.

A copy of the West Midlands Bus Marketing campaign had been shared with members; however, it was agreed to defer discussion around this item until the next meeting.

### **Challenges & Risks**

In respect of bus funding, whilst passenger numbers have increased, costs have also increased, and operators have experienced performance issues. National Express have continued to cut staff, including inspectors, which does have an impact on passenger experience. Further information will be presented to TDOSC in October, by which time the overall cost of retaining existing network or the scale of potential loss of services should be known. A councillor raised concerns about rumours on social media about a particular service, highlighting that passengers are concerned. Another councillor asked that as current services are not sustainable, should we be spending money looking at reshaping bus services as a sustainable model, rather than continuing to pay for loss making services.

The Chair noted that funding issues needed to be resolved to prevent significant service cuts prior to franchising, with officers in agreement and as a reminder that franchising, subject to approval would begin in 2027 with the rollout of the first lot and conclude in early 2029 with the conclusion of the rollout of the remaining two lots. Therefore, there are risks in the interim period up to early 2029. A councillor asked if there was a risk of the operator going bankrupt allowing TfWM to take them over? Officers confirmed that there is a disaster recovery scenario, which may be helped by the new Government bill which may propose to make it easier for local authorities to take over and run bus services.

Another concern raised by a councillor related to the size of vehicles used on some routes and asked if it would be cheaper to run smaller vehicles at certain times. A further comment from a councillor was that fines from bus lane enforcement goes to local authorities and not TfWM and would support money from bus lane enforcement fines going back to TfWM.

In respect of bus franchising, members were reminded that whilst there are potential changes to legislation aimed at making delivery easier for Local Transport Authorities, however, in the West Midlands, this is unlikely to impact on the timescales, as the changes seem to be aimed at making the earlier stages easier and TfWM are already nearing completion of those stages.

In respect of Ring & Ride, a councillor asked how confident were TfWM that young people with care plans will use the service and how do we make sure that by opening up the service to a wider demographic it is not at the expense of the most vulnerable and existing users. Members were reminded that this is not a statutory

service and should not compete with services for the most vulnerable which the local authorities are required to provide. A councillor asked about marketing and suggested the use of community radio who will share information for free. Members asked for an updated progress report at the next meeting, along with a supplementary report on Coventry Demand Responsive Transport trial.

In respect of bus livery, a councillor, whilst appreciating the new electric buses, raised concerns about the grey livery and asked if there were opportunities for different liveries for each district.

**Recommendations**

(1) The name of this MEG be changed from Passenger First Member Engagement Group to Passenger Communications Member Engagement Group.

(2) In respect of the Ring & Ride/Demand Responsive Transport Target Operating Model, the details of this, which was currently being procured and had been supported by the former WMCA Lead Member for Transport and endorsed by Transport Delivery Overview & Scrutiny Committee at its meeting on 22 January 2024 be noted, acknowledging that the service specification reflected the recommendations of the high-level strategic appraisal of the Ring & Ride service.

(3) A briefing note for members of the committee be produced to highlight opportunities around bus liveries in the short term and in the longer term as part of bus franchising.

**Date of Next Meeting**

3 October 2024

**Passenger & Road Safety MEG (Scrutiny Champion - Councillor Leslie Kaye)**

Date of Meeting: 5 September 2024

The MEG will be meeting on 5 September and a verbal report will be provided at the committee.

**What options have been considered and what is the evidence telling us about them?**

Not applicable.

**5. Reasons for recommending preferred option**

5.1 Not applicable.

**6. Implications and Considerations**

Priority:	Contribution:
Delivery of Strategic Transport Plan	N/A

Priority:	Contribution:
Promote inclusive economic growth in every corner of the region	N/A
Ensure everyone has the opportunity to benefit	N/A
Connect our communities by delivering transport and unlocking housing and regeneration schemes	N/A
Reduce carbon emissions to net zero and enhance the environment	N/A
Secure new powers and resources from central government	Whilst a robust and effective overview and scrutiny function impacts on all of the WMCA's corporate aims there is direct link to this objective.
Develop our organisation and our role as a good regional partner	Whilst a robust and effective overview and scrutiny function impacts on all of the WMCA's corporate aims there is direct link to this objective.

**7. Internal Consultation and Scrutiny:**

7.1 Not applicable.

**8. External Consultation and Scrutiny:**

8.1 Not applicable.

**9. Financial implications:**

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

**10. Legal implications:**

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

**11. Single Assurance Framework implications:**

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

**12. Risk implications, including Risk Appetite:**

12.1 There are no direct risk implications arising out of this report.

**13. Procurement Implications:**

13.1 There are no direct procurement implications arising out of this report.

**14. Equality implications:**

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

**15. Inclusive Growth Implications:**

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

**16. Local Authority Impact:**

16.1 There are no direct Local Authority impacts arising out of this report.

**17. List of appendices referred to:**

17.1 Not applicable.

**18. Background papers used to compile this report:**

18.1 None.

**19. List of Other Relevant Documents**

19.1 None.

## Transport Delivery Overview & Scrutiny Committee Work Programme

Title of Report	Date of Meeting	Employee to Contact	Confidential
<b>Members Knowledge Briefing Session:</b> Local Transport Plan (Core Strategy, Big Moves, Area Strategy and Implementation Plan) - Latest Position	9 September 2024	David Harris	Yes
<b>Finance Scrutiny Training (Session 1)</b> WMCA Finance 101	19 September 2024	Kate Taylor	Yes
<b>Members Workshop (OSC/TDOSC): WMCA Policy</b> A workshop to prepare members for the forthcoming Mayoral Q&A on WMCA Policy related matters.	3 October 2024	Dan Essex Lyndsey Roberts	Yes
<b>Finance Scrutiny Training (Session 2)</b> WMCA Budget - The Process	15 October 2024	Kate Taylor	Yes
<b>Mayor's Question Time (OSC/TDOSC): WMCA Policy</b> A Q&A with the Mayor on WMCA Policy related matters	21 October 2024	Dan Essex Lyndsey Roberts	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<b>Key Route Network</b> To consider and review the amended Key Route Network within the WMCA area and make any further recommendations to the WMCA Board.	4 November 2024	Rachel Ing	No
<b>Local Transport Plan Adoption</b> To consider recommendations to approve the final version of the LTP suite of documents, and to make any further recommendations to the WMCA Board.	4 November 2024	Carl Beet, David Harris and Mike Waters	No
<b>Transport Operations Dashboard</b> To review the transport operations dashboard and to make any further recommendations.	4 November 2024	Mark Corbin	No
<b>Transport Capital Delivery Programmes</b> To review the performance of the Transport Capital Delivery Programme and to make any further recommendations.	4 November 2024	Jenni MacKenzie	No
<b>Member Engagement Groups - Progress</b> 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.	4 November 2024	Janna Simpson	No
<b>Members Knowledge Briefing Session: Finance Scrutiny Training (Session 3)</b> WMCA Single Settlement	4 November 2024	Kate Taylor	Yes

Title of Report	Date of Meeting	Employee to Contact	Confidential
<b>Members Workshop (OSC/TDOSEC): Proposed Draft Budget</b> A workshop to prepare members for the forthcoming Mayoral Q&A on the proposed draft budget.	2 December 2024	Linda Horne Kate Taylor Lyndsey Roberts	Yes
<b>Mayor's Question Time (OSC/TDOSEC): Proposed Draft Budget</b> A Q&A with the Mayor on the proposed draft budget.	12 December 2024	Linda Horne Kate Taylor Lyndsey Roberts	No
<b>Transport Operations Programme</b> To review the performance of transport operations programme and make any further recommendations.	13 January 2025	Jenni MacKenzie	No
<b>Member Engagement Groups - Progress</b> 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.	13 January 2025	Janna Simpson	No
<b>Transport Capital Delivery Programmes</b> To review the performance of the Transport Capital Delivery Programme and to make any further recommendations.	17 March 2025	Jenni MacKenzie	No
<b>Deeper Devolution Deal Transport Implementation Plan</b> To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.	17 March 2025	Adam Harrison	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<b>Member Engagement Groups - Progress</b> 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.	17 March 2025	Janna Simpson	No
<b>Transport Operations Programme</b> To review the performance of transport operations programme and make any further recommendations.	12 May 2025	Jenni MacKenzie	No
<b>Member Engagement Groups - Progress</b> 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.	12 May 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:	Executive Director:
<p><b>WMCA Financial Monitoring Report</b> To provide an update on the latest financial position.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>Single Settlement Update</b> To consider the work undertaken to-date between the WMCA and constituent authorities to develop functional and place-based strategies that will underpin the delivery of the Single Settlement.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Strategy, Economy &amp; Net Zero (Ed Cox)</p>
<p><b>Culture, Creative and Heritage Infrastructure Programme</b> To seek permission to undertake the Culture, Creative &amp; Heritage Infrastructure programme of activity.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Strategy, Economy &amp; Net Zero (Ed Cox)</p>
<p><b>Update on Bus Network Proposals from January 2025</b> To consider proposals for the region's bus network in 2025.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Bus Depot Strategy</b> To approve the funding strategy for Transport for West Midlands to acquire sites for bus depots.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Executive Director:
<p><b>Provision of Ring &amp; Ride and Demand Responsive Transport for the Region</b> To consider the proposed outcome of the introduction of the revised target operating model of the West Midlands Ring &amp; Ride and Demand Responsive Transport service.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Regional Road Safety Action Plan 2024-2030</b> Endorsement of the Regional Road Safety Action Plan 2024-2030 following completion of public consultation and validation from the Regional Road Safety Strategic Group.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>WMCA Brownfield Land Remediation - Report of the Overview &amp; Scrutiny Committee</b> To consider the findings of Overview &amp; Scrutiny Committee's review into how the WMCA exercises its powers and funding in respect of brownfield land redevelopment and how the region's communities have benefited from this.</p>	<p>WMCA Board 11 October 2024</p>	<p>Open</p>	<p>Interim Executive Director of Housing &amp; Regeneration (John Godfrey)</p>
<p><b>WMCA Financial Monitoring Report</b> To provide an update on the latest financial position</p>	<p>WMCA Board 15 November 2024</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>Regional Energy Strategy</b> To consider the WMCA's Regional Energy Strategy.</p>	<p>WMCA Board 15 November 2024</p>	<p>Open</p>	<p>Executive Director of Strategy, Economy &amp; Net Zero (Ed Cox)</p>
<p><b>Innovation Update</b> To provide an update on recent highlights from the Innovation Board, including the current position regarding the Innovation Accelerator.</p>	<p>WMCA Board 15 November 2024</p>	<p>Open</p>	<p>Executive Director of Strategy, Economy &amp; Net Zero (Ed Cox)</p>

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Executive Director:
<p><b>Best Value Fare Capping for Bus (cEMV Broker)</b>            To consider the Full Business Case for the national cEMV Broker pilot and West Midlands roll-out which will enable best value fare capping for bus users to be delivered for travellers using their contactless debit card or other device. The Board will also be asked to approve the legal partnership arrangements with the collaborating delivery entities.</p>	<p>WMCA Board            15 November 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Bus Franchising: Audit Outcome and Decision To Consult</b>            To consider the outcome of the audit, and to agree to undertake public consultation on the next steps.</p>	<p>WMCA Board            15 November 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Key Route Network Review 2023/24</b>            To gain approval to update the Key Route Network.</p>	<p>WMCA Board            15 November 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Local Transport Plan Adoption</b>            To consider recommendations to approve the final version of the LTP suite of documents (including Area Based Strategies) which have been adapted to align fully with the WMCA Functional and Place Based Strategies.</p>	<p>WMCA Board            15 November 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>
<p><b>Wednesbury Brierley Hill Metro Extension Phase2</b>            Report to seek approval to release funding to complete construction of the Phase 2 WBHE Metro.</p>	<p>WMCA Board            15 November 2024</p>	<p>Open</p>	<p>Executive Director of Transport for West Midlands (Anne Shaw)</p>

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Executive Director:
<p><b>A Review of the Effectiveness of Member Engagement and Development within the WMCA</b> To consider the findings of a scrutiny review undertaken to examine the effectiveness of member engagement and development within the WMCA.</p>	<p>WMCA Board 15 November 2024</p>	<p>Open</p>	<p>Director of Law &amp; Governance (Helen Edwards)</p>
<p><b>Draft WMCA Budget 2025/26</b> To consider the draft budget for the 2025/26 fiscal year.</p>	<p>WMCA Board 10 January 2025</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>WMCA Financial Monitoring Report</b> To provide an update on the latest financial position</p>	<p>WMCA Board 10 January 2025</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>WMCA Budget 2025/26</b> To approve the 2025/26 budget.</p>	<p>WMCA Board 7 February 2025</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>WMCA Financial Monitoring Report</b> To provide an update on the latest financial position</p>	<p>WMCA Board 14 March 2025</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</p>
<p><b>WMCA Financial Monitoring Report</b> To provide an update on the latest financial position and provisional outturn for the 2024/25 financial year.</p>	<p>WMCA Board 13 June 2025</p>	<p>Open</p>	<p>Executive Director of Finance &amp; Business Hub (Linda Horne)</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?

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).

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Executive Director:
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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](mailto: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](mailto:governance.services@wmca.org.uk)

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