



WMCA Board

Date: Friday 13 September 2019

Time: 11.00 am **Public meeting** Yes

Venue: Council Chamber, Council House, Birmingham City Council, Victoria Square, Birmingham, B1 1BB

Membership

Constituent Members

Andy Street (Chair)
Councillor Bob Sleigh (Vice-Chair)

Councillor Adrian Andrew
Councillor Peter Bilson
Councillor Mike Bird
Councillor Ian Brookfield
Councillor Ian Courts
Councillor Yvonne Davies
Councillor George Duggins
Councillor Patrick Harley
Councillor Brigid Jones
Councillor Abdul Khan
Councillor Syeda Khatun
Councillor Ian Ward
Councillor Qadar Zada

Appointing Authority

Mayor of the West Midlands Combined Authority
Solihull Metropolitan Borough Council

Walsall Metropolitan Borough Council
City of Wolverhampton Council
Walsall Metropolitan Borough Council
City of Wolverhampton Council
Solihull Metropolitan Borough Council
Sandwell Metropolitan Borough Council
Coventry City Council
Dudley Metropolitan Borough Council
Birmingham City Council
Coventry City Council
Sandwell Metropolitan Borough Council
Birmingham City Council
Dudley Metropolitan Borough Council

Non-Constituent Members

Councillor George Adamson
Jonathan Browning

Councillor Shaun Davies
Councillor Matthew Dormer
Councillor David Hitchiner
Councillor David Humphreys
Councillor Julie Jackson
Councillor Tony Jefferson
Councillor Sebastian Lowe
Councillor Peter Nutting
Councillor Jeremy Oates
Tim Pile

Councillor Izzi Seccombe
Stewart Towe

Cannock Chase District Council
Coventry & Warwickshire Local Enterprise
Partnership
Telford & Wrekin Council
Redditch Borough Council
Herefordshire Council
North Warwickshire Borough Council
Nuneaton & Bedworth Borough Council
Stratford-on-Avon District Council
Rugby Borough Council
Shropshire Council
Tamworth Borough Council
Greater Birmingham & Solihull Local Enterprise
Partnership
Warwickshire County Council
Black Country Local Enterprise Partnership

Observers Awaiting Membership

Graham Wynn

The Marches Local Enterprise Partnership

Co-Opted Member

Lee Barron

Midlands Trades Union Congress

Observer Members

Councillor Greg Brackenridge

West Midlands Fire Authority

David Jamieson

West Midlands Police & Crime Commissioner

Quorum for this meeting shall be at least one member from five separate Constituent councils

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

Contact

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AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Minutes - 26 July 2019	Chair	1 - 8
4.	Forward Plan	Chair	9 - 12
5.	Chair's Remarks (if any)	Chair	None
Finance			
6.	Financial Monitoring Report 2019/20	Councillor Bob Sleigh	13 - 30
Transport			
7.	Commonwealth Games Strategic Transport Plan	Councillor Ian Ward	31 - 62
Minutes			
8.	Strategic Economic Development Board - 8 May 2019	Jonathan Browning	63 - 70
9.	Strategic Economic Development Board - 8 July 2019	Jonathan Browning	71 - 80
10.	Housing & Land Delivery Board - 15 July 2019	Councillor Mike Bird	81 - 86
11.	Wellbeing Board - 19 July 2019	Councillor Izzi Secombe	87 - 92
12.	Transport Delivery Committee - 22 July 2019	Councillor Kath Hartley	93 - 100
13.	Investment Board - 29 July 2019	Councillor Bob Sleigh	101 - 106
14.	Investment Board - 19 August 2019	Councillor Bob Sleigh	107 - 112

15.	Overview & Scrutiny Committee - 2 September 2019	Councillor Lisa Trickett	113 - 118
16.	Exclusion of the Public and Press [In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item(s) of business as it is likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.]	Chair	None
Culture & Digital			
17.	UK City of Culture 2021	Councillor Patrick Harley	119 - 124
Economy & Innovation			
18.	UK Battery Industrialisation Centre	Councillor Ian Brookfield	125 - 130
Environment, Energy & HS2			
19.	UK Central Parallel Process - Roundabout Over-Trace - Full Business Case	Councillor Ian Courts	131 - 138
Transport			
20.	Midland Metro Buy Before Boarding	Councillor Ian Ward	139 - 160
Date of Next Meeting			
21.	Friday 8 November 2019 at 11.00am	Chair	None



**West Midlands
Combined Authority**

WMCA Board

Friday 26 July 2019 at 11.00 am

Minutes

Constituent Members

Andy Street (Chair)

Councillor Bob Sleight (Vice-Chair)

Councillor Mike Bird

Councillor Ian Brookfield

Councillor Yvonne Davies

Councillor George Duggins

Councillor Patrick Harley

Councillor Brigid Jones

Councillor Abdul Khan

Councillor Ted Richards

Mayor of the West Midlands Combined
Authority

Solihull Metropolitan Borough Council

Walsall Metropolitan Borough Council

City of Wolverhampton Council

Sandwell Metropolitan Borough Council

Coventry City Council

Dudley Metropolitan Borough Council

Birmingham City Council

Coventry City Council

Solihull Metropolitan Borough Council

Non-Constituent Members

Councillor George Adamson

Councillor Matthew Dormer

Councillor David Humphreys

Councillor Tony Jefferson

Ninder Johal

Councillor Sebastian Lowe

Councillor Neil Phillips

Cannock Chase District Council

Redditch Borough Council

North Warwickshire Borough Council

Stratford-on-Avon District Council

Black Country Local Enterprise

Partnership

Rugby Borough Council

Nuneaton & Bedworth Borough Council

In Attendance

Councillor Cathy Bayton

Councillor Kath Hartley

Councillor Angus Lees

Councillor Lisa Trickett

Councillor Richard Worrall

Overview & Scrutiny Committee

Transport Delivery Committee

Dudley Metropolitan Borough Council

Overview & Scrutiny Committee

Transport Delivery Committee

- | Item No. | Title |
|-----------------|--|
| 15. | Apologies for Absence
Apologies for absence were received from Councillor Greg Brackenridge (West Midlands Fire Authority), Jonathan Browning (Coventry & Warwickshire LEP), Councillor Ian Courts (Solihull), Councillor Shaun Davies (Telford & Wrekin), Councillor David Hitchiner (Herefordshire), Councillor Julie Jackson (Nuneaton & Bedworth), Councillor Peter Nutting (Shropshire), Tim Pile (Greater Birmingham & Solihull LEP), Councillor Izzi Seccombe (Warwickshire), Stewart Towe (Black Country LEP) and Councillor Ian Ward (Birmingham). |
| 16. | Chair's Remarks
(a) West Midlands Fire Authority
The Chair noted that Councillor Greg Brackenridge had been appointed as the new Chair of the West Midlands Fire Authority. He paid tribute to the outgoing chair, Councillor John Edwards, for his many years of public service leading the fire authority, including representing it at meetings of the WMCA Board since its inception.

(b) David Stevens, Sandwell Metropolitan Borough Council
The Chair welcomed David Stevens, recently appointed Interim Chief Executive of Sandwell Metropolitan Borough Council, to his first meeting. |
| 17. | Minutes - 28 June 2019
The minutes of the meeting held on 28 June 2019 were agreed as a correct record, subject to the addition of Councillor Greg Brackenridge to the list of those in attendance, and Councillor George Adamson to the list of those who had submitted their apologies for absence. |
| 18. | Forward Plan
The forward plan of items to be reported to future meetings was noted. |
| 19. | Appointment of Chair of Overview & Scrutiny Committee
The Chair reported that the appointment of the Chair of Overview & Scrutiny Committee for 2019/20 had been deferred from the last meeting of the board.

Resolved:

That Councillor Lisa Trickett be appointed Chair of the Overview & Scrutiny Committee for 2019/20. |
| 20. | Financial Monitoring Report 2019/20
The board considered a report from Linda Horne, Director of Finance, on the WMCA's finances as at the end of May. |

The report summarised the revenue and capital spend against the previously approved budget. The 2018/19 annual statutory accounts preparation and external audit process had now been completed and was reported to the meeting of the Audit, Risk & Assurance Committee on 21 June. External auditor Grant Thornton had issued an unqualified audit opinion on the accounts, subject to the resolution of an outstanding pension query.

Discussions between the Mayor and portfolio lead members had resulted in the further development of proposals relating to implementing a business rate supplement to be placed on hold, following informal consultation with the potentially effected businesses.

Councillor Yvonne Davies sought assurances that the WMCA did have a funding strategy that matched the ambition of the WMCA Board for the whole of the region. Councillor Bob Sleight indicated that a full report on this would be considered by the WMCA Board at its next meeting on 13 September.

Resolved:

- (1) The financial position as at the end of May 2019 be noted.
- (2) The decision to place on hold the development of a West Midlands wide business rates supplement be confirmed.
- (3) The approach agreed with constituent authority finance directors relating to the approach towards business rates growth for 2019/20 be approved.
- (4) Authority be delegated to the Director of Finance in respect of Adult Education Budget payments to providers.

21. Recommendation of a Carbon Reduction Target for the WMCA Area

The board considered a report from Henry Kippin, Director of Public Service Reform, proposing a headline CO2 reduction target for the West Midlands area and highlighting some of the key implications of such a target.

At its meeting on 28 June, the board declared a 'climate emergency' in recognition of the scale of the problem of climate change and as a demonstration of the WMCA's intent to transition to more sustainable growth. The board recognised that any transition plan needed to be robust, deliverable and clear-eyed about the scale of the additional investment and support that would be needed. The report proposed a regional target, within which individual local authorities and areas could, and increasingly had already, set their own targets. The WMCA's regional ambition was intended to support local targets and help create a supporting regional infrastructure.

Councillor Brigid Jones stressed that any plan to achieve carbon reduction targets would require significant additional Government funding, and reiterated the need to ensure that the economic transition did not come at the expense of those already marginalised from the benefits of regional growth. Councillor Mike Bird noted that many local authorities had set carbon reduction targets with deadlines significantly earlier than 2041. Henry Kippin confirmed that significant measures would be proposed in the first half of the plan's lifetime, thereby helping local authorities achieve their own targets. Councillor Lisa Trickett stressed that the Overview & Scrutiny Committee would be wishing to see the WMCA's investment priorities reflecting the carbon reduction objective and would be used as a key means of delivering the milestone reductions in carbon emissions proposed.

Resolved:

- (1) A West Midlands target of net-zero emissions no later than 2041, with interim targets based on a 2018 baseline of 36% reduction by 2022, and 69% reduction by 2027, supported by the corresponding carbon budgets be set.
- (2) The estimated financial cost of this transition as 1-2% of GDP, which was estimated at £40 billion for the West Midlands over the period to 2041, and that bringing the target forward ahead of 2041 would require additional investment, be noted.
- (3) An inclusive transition which protected marginalised communities, maximised support for West Midlands businesses, and helped individuals to change their own behaviours, be committed to.
- (4) It be noted that a Carbon Reduction Action Plan would be brought back to the WMCA Board in autumn 2019.
- (5) It be noted that proposals for additional funding would be submitted to the Government ahead of the November 2019 budget or Comprehensive Spending Review to accelerate the West Midlands carbon transition.

22. Boosting the Social Economy in the West Midlands

The board considered a report from Henry Kippin, Director of Public Service Reform, on the work of the independent Social Economy Taskforce, with a view to making a full response to this work at its meeting on 13 September.

The WMCA established the Social Economy Taskforce in February 2018 to understand the contribution that the social economy sector could make to the region's commitment to inclusive growth. The Social Economy Taskforce had made six recommendations that were intended to contribute to the overall goal of doubling the size of the social economy within ten years.

Councillor Yvonne Davies suggested that the proposal for the WMCA to use its convening role to encourage all regional public sector bodies and publicly funded projects to spend at least 5% of their commissioning and procurement budget with social enterprises should be more ambitious if it was to contribute to doubling the size of the region's social economy within ten years.

The Chair thanked Gillian Morbey and Carole Donnelly, joint chairs of the Social Economy Task Force, for the work they had done to make progress in this important area.

Resolved:

- (1) It be noted that the Social Economy Taskforce had made six recommendations for how the West Midlands - through the WMCA and as a wider partnership - could double the size of the social economy in ten years.
- (2) The draft report of the taskforce be noted, with a view to launching it formally with a full response to those recommendations at the WMCA Board meeting on 13 September 2019.
- (3) Members for the Social Economy Taskforce be thanked for investing their time, effort, and expertise into this work.

23. Investment Board - 3 June 2019

The board received the minutes of the Investment Board held on 3 June.

Resolved:

The minutes of the meeting held on 3 June 2019 be noted.

24. Audit, Risk & Assurance Committee - 21 June 2019

The board received the minutes of the Audit, Risk & Assurance Committee held on 21 June.

In respect of minute no. 161 ('Annual Accounts 2018/19 for the West Midlands Combined Authority'), the Chair thanked the Director of Finance and her staff for their hard work in preparing the year-end accounts.

Resolved:

The minutes of the meeting held on 21 June 2019 be noted.

25. Investment Board - 24 June 2019

The board received the minutes of the Investment Board held on 24 June.

Resolved:

The minutes of the meeting held on 24 June 2019 be noted.

26. Transport Delivery Committee - 24 June 2019

The board received the minutes of the Transport Delivery Committee held on 24 June.

In respect of minute no. 125 ('Bus Alliance Update'), Councillor Kath Hartley noted that the West Midlands Bus Alliance would celebrate its fourth anniversary in October, and thanked all bus operators who had signed up to the alliance and made it the success it was. She also congratulated Transport for West Midlands for having been shortlisted for awards at the National Transport Awards on 31 October in the following categories:

- City-Region Authority of the Year
- Improvements to Bus Services
- Most Innovative Transport Project
- Excellence in Technology

Resolved:

The minutes of the meeting held on 24 June 2019 be noted.

27. Overview & Scrutiny Committee - 15 July 2019

The board received the minutes of the Overview & Scrutiny Committee held on 15 July.

In respect of minute no. 9 ('Potential Areas of Interest for Scrutiny'), Councillor Lisa Trickett indicated that the committee had identified accountability, connectivity and investment as the three key thematic areas that it wished to focus its scrutiny work on during the coming year.

Resolved:

The minutes of the meeting held on 15 July 2019 be approved.

28. Exclusion of the Public and Press

Resolved:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business as it was likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.

29. Midland Metro Limited - Fare Change Proposals

The board considered a report from Linda Horne, Director of Finance, on proposals by Midland Metro Ltd to make changes to Metro fares and to seek the approval of this board in its capacity as shareholder of Midland Metro Ltd.

Councillor Yvonne Davies sought assurances that a comprehensive communications plan would be put in place so that passengers were fully informed of the fare changes before they were implemented, and knew of promotional and other offers that might help mitigate against the impact of the rises. Phil Hewitt, Director of West Midlands Metro, confirmed that a communications plan was currently being developed and that the fare increases would not be implemented until such time as Transport for West Midlands considered appropriate arrangements had been put in place to inform passengers.

Resolved:

- (1) The report be noted.
- (2) The implementation of a fare increase on West Midlands Metro services be approved.
- (3) The proposed change to the reserved matters in the Shareholder Agreement be approved.
- (4) Authority be delegated to the Managing Director of Transport for the West Midlands to approve the withdrawal of Midland Metro Ltd from bi-lateral through-ticketing agreements with Travel West Midlands in favour of Swift nBus and nNetwork products.
- (5) The change of Shareholder Representative be approved.
- (6) The Shareholder's Representative be authorised to negotiate the required changes to the Shareholder Agreement arising from the report with Midland Metro Ltd.

30. Date of Next Meeting

Friday 13 September 2019 at 11.00am

The meeting ended at 11.40 am.

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WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: NOVEMBER 2019 - MAY 2020

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Feedback from Overview & Scrutiny Committee Mayor's Question Time: Policy	To receive a report from Overview & Scrutiny Committee on the recent Mayor Q&A session.	8 November 2019	No	n/a	Tim Martin	No	Governance
Financial Monitoring 2019/20	To review the latest budget monitoring position.	8 November 2019	No	Cllr Bob Sleigh	Linda Horne	No	Finance
Full Business Case - UK Central - HS2 Parallel Design Process - Longabout	To approve the full business case relating to this project.	8 November 2019	Yes	Cllr Bob Sleigh	Ian Martin	No	Finance
Full Business Case - Coventry Geely Innovation Centre	To approve the full business case relating to this project.	8 November 2019	Yes	Cllr Bob Sleigh	Ian Martin	No	Finance



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Full Business Case - WMCA Contribution to Commonwealth Games 2022	To approve the full business case relating to this project.	8 November 2019	Yes	Cllr Bob Sleigh	Ian Martin	No	Finance
Carbon Reduction Action Plan	To agree an action plan to achieve the WMCA's regional carbon reduction target.	8 November 2019	Yes	Cllr Ian Courts	Henry Kippin	No	Environment, Energy & HS2
Low Emissions and ZLEV Strategy	To approve the strategy.	8 November 2019	Yes	Cllr Ian Courts	Henry Kippin / Laura Shoaf	No	Environment, Energy & HS2
Local Industrial Strategy Implementation	To consider a report on the implementation of the LIS following the outcome of the Spending Review.	8 November 2019	No	Cllr Ian Brookfield	Julia Goldsworthy	No	Economy & Innovation
Half-Year Review of Annual Plan	To consider a review.	8 November 2019	No	n/a	Deborah Cadman	No	Governance

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Moseley, Kings Heath and Hazelwell New Railway Stations	To approve compulsory purchase orders for these new railway stations.	8 November 2019	Yes	Cllr Ian Ward	Laura Shoaf	Yes	Transport
Women's Concessionary Travel Scheme Pass	To provide an update on the implementation of changes to the scheme.	8 November 2019	No	Cllr Ian Ward	Laura Shoaf	No	Transport
Domestic Violence Prevention Strategy	To approve the strategy.	8 November 2019	Yes	TBC	Henry Kippin/ Jonathan Jardine	No	Policy
Financial Monitoring 2019/20	To review the latest budget monitoring position.	10 January 2020	No	Cllr Bob Sleigh	Linda Horne	No	Finance
Draft Budget 2020/21	To consider draft proposals for the WMCA's 2020/21 budget.	10 January 2020	No	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Sprint Routes – Approval of Full Business Case	To consider the full business case for the proposed Sprint routes.	10 January 2019	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
Financial Monitoring 2019/20	To review the latest budget monitoring position.	14 February 2020	No	Cllr Bob Sleigh	Linda Horne	No	Finance
Final Budget 2020/21	To agree with WMCA's 2020/21 budget.	14 February 2020	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring 2019/20	To review the latest budget monitoring position.	20 March 2020	No	Cllr Bob Sleigh	Linda Horne	No	Finance



WMCA Board

Date	13 September 2019
Report title	Financial Monitoring Report 2019/20
Portfolio Lead	Finance - Councillor Bob Sleigh
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority email: deborah.cadman@wmca.org.uk tel: (0121) 214 7552
Accountable Employee	Linda Horne, Director of Finance email: linda.horne@wmca.org.uk tel: (0121) 214 7508
Report to be considered by	Programme Board - 30 August

Recommendation(s) for action or decision:

WMCA Board is recommended to:

- (1) Note the financial position as at the end of July 2019.

1.0 Purpose

- 1.1 To provide an update on West Midlands Combined Authority finances as at the end of July 2019.

2.0 Background - Financial Monitoring

- 2.1 A summary of the revenue and capital spend against the approved budget are attached as appendices 1-5. A summary of the Investment Programme along with current commitments is included in appendices 6 and 7. The balance sheet is included in appendix 8.
- 2.2 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority.
- 2.3 The year to date position at the end of July shows a minor £0.003m favourable variance from budget. This consists of a favourable variance of £0.143m within transport largely due to staffing variations and lower infrastructure costs than budget, this is offset by an adverse variance of (£0.140m) within the operational budget. This adverse position is due to lower investment income than budgeted.
- 2.4 Following the first reforecast of the year there is an adverse variance from budget of (£0.627m) for 2019/20. This consists of an adverse variance of (£0.664m) within the operational budget mainly due to lower investment income than budgeted offset by a minor favourable variance of £0.037m within transport. Further details are provided in sections 3 and 4 below.
- 2.5 As part of WMCA financial planning we are undertaking an organisation operational efficiency review with the aim of negating this adverse forecast revenue position fully during the current financial year and regular updates will be provided in future reports.

3.0 Transport

Year to date:

- 3.1 Appendix 2 sets out the year to date position on the Transport revenue budget as at the end of July 2019, showing a favourable variance of £0.143m from budget. This is due to a favourable variance within the Safety and Security team due to vacant post savings and lower than budgeted infrastructure costs. This favourable variance is partly offset by higher costs incurred for subsidised bus as a result of increased costs pressures for post Accessible Transport Group contracts.

Full year forecast:

- 3.2 The forecast position shows a favourable movement of £0.037m from budget. This consists of favourable variances within a number of areas detailed below.
- 3.3 Travel concessions has a favourable forecast movement of £0.134m due to the 16-18 scheme costs coming in lower than the budgeted costs.
- 3.4 Business Support Costs has a favourable forecast movement of £0.182m. This is due to a lower requirement of IT hardware and software purchases.
- 3.5 Safety and security has a favourable forecast movement of £0.127m, this is partly due to vacant post savings and the remainder within bus station and infrastructure costs.

- 3.6 A favourable forecast movement of £0.089m within capital finance charges is due to the rescheduling of the Longbridge park and ride development.
- 3.7 Accessible Transport has a favourable forecast variance of £0.050m due to the termination of the Community Transport Ltd contract for shoppers services and prison services.
- 3.8 The Subsidised Bus Network has an adverse forecast movement of (£0.431m). This is due to a number of significant cost pressures including revised costs for post ATG (iGo) contracts, clean air quality pressures and inflationary pressures.
- 3.9 Network Resilience has an adverse forecast movement of (£0.092m). This is due to an increase in staff costs and consultancy services.
- 3.10 Strategic Development has an adverse forecast movement of (£0.054m) mainly due to staffing variations and additional external advice requests.
- 3.11 Further details are set out in Appendix 2.

4.0 West Midlands Combined Authority Operational Budget

- 4.1 Appendix 3 sets out the year to date and full year position on the West Midlands Combined Authority Operational Budget as at the end of July 2019.

Year to date:

- 4.2 There is an adverse year to date variance of (£0.140m) largely due to lower investment income than budget, which is partly offset by savings in the Wellbeing budget due to timing of activity.
- 4.3 Office of Data Analytics has a favourable year to date variance due to vacant posts not being recruited to until later in the year. The funding will be carried forward to 2020/21 as part of the three year programme.
- 4.4 Brexit support preparations have been included within the Economy and Innovation portfolio reflecting unbudgeted grant income received from MHCLG.
- 4.5 The year to date favourable variances within the Productivity and Skills budget, Employment Support Pilot, Construction Skills, Digital Skills and the Adult Education budget are due to changes in delivery timetables, with activity taking place later than expected. These favourable variances are fully offset by the lower drawdown of grants.
- 4.6 The year to date favourable variance within the Housing and Land budget is due to timing of activity and vacant posts, this is also offset by lower drawdown of grant income.
- 4.7 The Public Sector Reform position reflects lower than budgeted income where expected new income streams have not as yet been secured in year, hence associated expenditure has been reduced.

Full year forecast:

- 4.8 The adverse full year forecast variance compared to budget is (£0.664m). This is largely due to a reforecast of investment income as a result of the statutory need to set aside an increasing provision in case of default.

- 4.9 Additionally Employment Support Pilot and Digital Skills all have favourable variances within full year forecast position due to activity taking place later than budgeted. This is offset by lower drawdown of grant income. Adult education has an adverse full year variance due to the forecast being updated to reflect implementation funding as well as the main grant income.
- 4.10 Energy Capital, 5G and Creative Scale Up are all unbudgeted grant funded areas which are now included in the forecast.
- 4.11 ODA has a favourable full year variance due to vacant posts not being recruited until later in the year. This variance will be carried forward to next year as part of the 3 year programme.

5.0 Mayor's Office

- 5.1 The Mayoral Office year to date position is largely in line with budget.

6 Transport Delivery Capital Programme

- 6.1 Appendix 5 sets out the position on the Capital Programme as at the end of July 2019. Actual costs totalled £41.9m, resulting in a favourable variance of £18.3m against a budget of £60.1m. The variance is contained primarily within the Transport (£10.6m) and Housing (£7.8m) Programmes. The annual forecast has been reduced by £16.7m (5%) in July 2019, primarily within the Investment Programme with respect to Metro Wednesbury to Brierley Hill Extension (£10.6m), and Metro Birmingham Eastside Extension (£5.9m), this is explained in further detail in section 6.9.
- 6.2 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £139.5m, including all of the Rail / Sprint & Metro extension schemes. The main variances at the end of July 2019 are contained within the Investment Programme totalling £9.0m. The Metro Birmingham Eastside extension (£2.0m) work has not progressed as anticipated. Discussions with DfT to secure shorter term funding have now resulted in DfT providing £10 million for use by WMCA prior to approval of Transport Works Order Act. The Metro Edgbaston extension (£1.4m) favourable variance is due to reduced excavation scope within the Five Ways underpass, and traffic management approvals being obtained later than planned. The Wolverhampton Interchange Project (£1.3m) has incurred lower claims than anticipated in Q1 19/20. The Metro Centenary Square extension (£1.2m) variance is due to rescheduled progression of utility works and a slightly amended time frame for construction of a substation.
- 6.3 The Commonwealth Games Programme includes all of the schemes (SPRINT, Perry Barr & University Rail Stations, and Games) scheduled to be delivered in advance of the Games in July and August 2022. At the end of July 2019, actual costs total £1.8m, which is £0.5m (21%) below the Budget of £2.3m. The main variance of note relates to SPRINT - A34 Walsall to Birmingham (£0.2m) where detailed design has commenced slightly later than anticipated but this is expected to accelerate over the coming months.
- 6.4 Other Major Schemes includes construction of the decked car park with respect to the Longbridge Connectivity Package and the Snow Hill Third Access. At the end of July 2019, actual costs total £2.8m, which was £0.4m (13%) below the Budget of £3.2m. The main variance is contained within the Rail Schemes, being Snow Hill 3rd Access (£0.3m) where survey work to inform on the single option solution (GRIP 4) has been rescheduled to August 2019.

- 6.5 The Minor Works Programme includes a large number of small schemes. At the end of July 2019, actual costs total £0.7m, which was £0.6m (48%) below the Budget of £1.3m. The majority of projects are broadly in line with budget at this stage of the year. The only variance of note relates to the ADEPT Live Lab project (£0.3m), which encompasses a pilot to analyse congestion patterns on the regions busiest roads. The early start pilots expected in July 2019 have been deferred into late Q2 19/20.
- 6.6 The Grants to Local Authorities Budget of £6.0m relates primarily to the schemes funded within the Transforming Cities Fund, which are in the early stages of development. There only minor favourable variances across the Programme.
- 6.7 Within the Investment Programme, grants have been allocated to Coventry (£38.7m) and Solihull (£14.9m) Local Authorities. There only minor adverse timing variances (£0.1m) across the Programme at this time.
- 6.8 The Housing Programme with an annual budget of £47.6m includes the Black Country Land and Property Investment Fund (LPIF) for projects which support the re-use of brownfield land and buildings and delivery of supporting infrastructure within the region. At the end of July 2019, actual costs total £5.3m, which was £7.8m (60%) below the Budget of £13.1m. The variance is entirely contained within the Brownfield Land & Property Development Fund, where the drawdown of funding for Commonwealth Games (£6.0m) and Telford and Wrekin Council (£0.8m) have been rescheduled to late Q3 19/20.
- 6.9 In July 2019, the annual forecast has been reduced by £16.7m (5%) against the budget of £306.4m. The primary variances are contained within the Investment Programme, and in the main are spread across the Metro Programme. The Metro Wednesbury to Brierley Hill Extension (£10.6m) has been reduced, following a minor reschedule of the programme. The 2019/20 forecast for the Metro Birmingham Eastside extension has been reduced (£5.9m) pending certainty of funding from DfT. Now the additional £10m has been secured, a revised forecast will be produced during the next quarter and reported accordingly.
- 6.10 Within the Commonwealth Games Programme, the annual forecast has been increased by £1.3m to £28.0m, primarily due an underestimation of Design costs with respect to University Station Improvements (£0.9m), which have proved more complex than anticipated, and Perry Barr Rail Station (£0.4), following a more detailed review which has helped establish a higher degree of accuracy regarding forecast total cost. These increases are expected to be contained within the overall budget for the respective schemes at this stage.
- 6.11 On the Other Major Schemes Programme, the Annual Forecast has been reduced by £0.8m to £22.5m, entirely relating to Snow Hill 3rd Access (£0.8m). The design phase and the single option solution will now complete at the end of Q2 19/20, and the construction phase in Q3 19/20.
- 6.12 The Minor Works Programme is broadly in line with Budget with only small variations at this time.
- 6.13 The Grants to Local Authorities is broadly in line with Budget with only small variations at this time.
- 6.14 There are no variations to Budget on the other portfolios.

7 Investment Programme

- 7.1 The financial results for the Investment Programme run one month behind the regular management accounts due to the requirement to consolidate outputs across the Metropolitan area. The June results are shown in Appendix 6.
- 7.2 The year to date cash spend to June 2019 is £17.8m behind the rebased 2019/20 forecast, mainly as a result of the current metro programmes.
- 7.3 In respect of full project costs to completion, the financial summary has been adjusted to reflect the revised project budget for the Wednesbury to Brierley Hill Metro Extension, as approved by the WMCA Board on 22 March 2019.
- 7.4 The Metro programme is red status because of the current funding gap against the East Birmingham to Solihull project. The cost to completion against UK Central Interchange remains red status due to the reduced funding gap of circa £131m against the Birmingham International Station redevelopment project.
- 7.5 It should be noted that the costs to date against the East Birmingham to North Solihull Metro extension and the Birmingham Eastside Metro Extension continue to be incurred in line with the arrangement by WMCA to cash-flow these projects in advance of them securing permanent funding.
- 7.6 The Rail programme budget reflects the Package 1 (Willenhall & Darlaston), Package 2 (Moseley, Kings Heath, Hazelwell), Snow Hill Lines and Sutton Coldfield Interchange and City Link schemes only.
- 7.7 In Quarter 1 of 2019/2020, the UKC HS2 Interchange programme was revised in respect of the HS2 Parallel Design process. A change request was submitted through the WMCA assurance framework and approved in July 2019. The budget has been adjusted to reflect the revised UKC HS2 Interchange programme.
- 7.8 Appendix 7 details the commitments made against the Investment Programme which totalled £721.6m to the end of July 2019 (£674.1m June 2019).
- 7.9 It should be noted that the commitment of £25.0m for the Commonwealth Games programme is approved subject to successful progression through the assurance framework. As well as this, commitments against Metro cash-flow funding for the East Birmingham to Solihull and Birmingham Eastside Extension projects are reported while these projects secure permanent funding.
- 7.10 In addition to the projects listed at Appendix 7, an application for funding for the UK Battery Industrialisation Centre was approved in principle subject to the Directors of Finance and Investment working with Coventry City Council to identify an innovative solution to providing funding at £Nil cost to the WMCA.
- 7.11 During March 2019, the WMCA Mayor and WMCA Leaders agreed a set six of strategies to help address the funding challenge facing the Investment Programme. The background to this concerned the need for WMCA to operate within a capped funding level of £766 million for the Investment Programme due to the locally sourced income to support the programme (Business Rates Growth, Business Rates Supplement and Mayoral Precept) not being adequately secure. This subsequently restricts WMCA being able to fully commit to the borrowing required to realise the £2 billion of WMCA investment expected to be funded by those revenue streams.

- 7.12 The work against the six strategies was co-ordinated through the WMCA Finance Director group and has now concluded. This resulted in the £766 million cap being extended to £801 million which will allow WMCA to enter into a marginally higher level of commitments than previously expected.
- 7.13 Following the work undertaken against the strategies and changes to the UKC Interchange programme, the point at which the WMCA are expecting to reach the ceiling of approvals has extended from June 2019 to December 2019 / January 2020.
- 7.14 The direction received from WM Leaders and the Mayor in relation to the funding challenge was that during the extended period, business cases for funding should continue through the Assurance Process until September. During this period work will continue to identify commercial opportunities to enable any viable schemes to be funded with a lower degree of WMCA support. The WMCA bid into the Government Spending Review will also be finalised during this time.
- 7.15 An update is scheduled to the Mayor and Met Leaders on 13 September 2019.

8 Balance Sheet

- 8.1 Appendix 8 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 July 2019. The main changes reflect Transport for West Midlands capital spend and work-in-progress mainly funded by grants in advance.
- 8.2 Cash and bank and short-term deposits have increased in the quarter largely due grant income received for the Housing Fund, resulting in an increase in grants receipts in advance.
- 8.3 The increase in short-term creditors/accruals are largely driven by the accruals for the Land and Property Investment Fund, Metro Edgbaston extension scheme and HS2/UK Central.

9 Administered Funds

Funding Stream	2019/20 Latest Forecast Grant Award £'000	2019/20 Spend to date £'000	Purpose
Midlands Connect	7,817	2,266	Work is continuing on delivering the Midlands Engine 'Vision for Growth'.
Housing First Pilot	9,600	9,600	WMCA are the accountable body for this grant award that has now been paid to Birmingham City Council to develop work streams to help rough sleepers off the streets
One Public Estate	926	926	It was agreed by WMCA Board that WMCA would assume accountable body status for this grant award, that is delivering various projects that secure more from public sector assets through collective action. Sandwell MBC are in the process of transferring the funds to WMCA.
Highways Maintenance Block	13,112	13,112	Distributed to the 7 Mets. excluding Birmingham City Council which has separate PFI arrangements, to deliver programmed highways maintenance works in line with the conditions of the grant award
Integrated Transport Block	17,618	17,618	Supporting delivery of the 7 Mets. Capital Programmes & WMCA's Minor Works Capital Programme
Total	49,073	43,522	

10 Financial Implications

10.1 The Financial Implications are set out in the report.

11 Legal implications

11.1 There are no legal implications.

12 Equalities implications

12.1 There are no equalities implications.

13 Inclusive Growth Implications

13.1 The WMCA budget includes implications of inclusive growth in the region.

14 Geographical Area of Report's Implications

14.1 The report encompasses the West Midlands region.

15 Other Implications

15.1 There are no other implications

16 Appendices

- Appendix 1 – WMCA Consolidated Summary – July 2019
- Appendix 2 – WMCA Transport Revenue Summary - July 2019
- Appendix 3 – WMCA Operational Revenue Summary – July 2019
- Appendix 4 – WMCA Mayor Revenue Summary – July 2019
- Appendix 5 – WMCA Capital Transport Delivery Programme – July 2019
- Appendix 6 – WMCA Investment Programme Summary – June 2019
- Appendix 7 – WMCA Investment Programme Commitments – July 2019
- Appendix 8 – WMCA Balance Sheet – July 2019

Appendix 1

WMCA Consolidated Summary – July 2019

	July 2019 YEAR TO DATE			FULL YEAR 2019/20		
	ACTUAL £'000	BUDGET £'000	VARIANCE £'000	FORECAST £'000	BUDGET £'000	VARIANCE £'000
INCOME						
General (un-ringfenced) resources:						
1 - Transport Levy	38,240	38,240	0	114,720	114,720	0
2 - Devolution Deal grant (IP)	36,500	36,500	0	36,500	36,500	0
3a Devolution Deal grants - Operational	2,204	3,503	(1,299)	11,507	11,592	(85)
3b Devolution Deal grants - Mayoral	242	268	(26)	804	804	0
3c 5G Income	(8)	0	(8)	87	0	87
3d Other Operational Income	8	0	8	8	0	8
4 - Adult Education Funding	218	262	(44)	78,863	78,713	150
5 - Business rates growth	2,000	2,000	0	6,000	6,000	0
6 - Grants from Constituent members	1,548	1,548	0	4,644	4,644	0
7 - Grants from Non Constituent members	142	142	0	425	425	0
8 - Investment Income	327	564	(237)	946	1,694	(748)
Total income	81,421	83,027	(1,606)	254,504	255,092	(588)
EXPENDITURE						
Operating expenditure:						
10 - Transport delivery	37,775	37,918	143	114,683	114,720	37
11 - Economy & Innovation	546	561	15	2,313	1,684	(629)
12 - Environment & Energy, HS2	67	81	14	368	243	(125)
13 - Housing and Land	463	784	321	2,293	2,352	59
14 - Health and Wellbeing	543	484	(59)	1,680	1,507	(173)
15 - Public Service Reform & Social Economy	131	245	114	608	838	230
16 - Culture and Digital	52	57	5	847	110	(737)
17 - Skills and Productivity	1,602	2,674	1,072	85,663	86,955	1,292
19 - Corporate Support Recharges to Portfolios	1,157	1,144	(13)	3,619	3,380	(239)
20 - Investment Programme	3,982	3,033	(949)	16,964	11,290	(5,674)
21 - Mayoral Office	242	268	26	804	804	0
22 - Financing Costs	34,547	35,467	920	25,288	31,210	5,922
Total expenditure	81,107	82,716	1,609	255,129	255,092	(37)
Net	314	311	3	(625)	0	(625)
Made up as follows:						
Transport Delivery	465	322	143	37	0	37
Operational Budget	(151)	(11)	(140)	(664)	0	(664)
Investment Programme	0	0	0	0	0	0
Mayoral Office	0	0	0	0	0	0
Net	314	311	3	(627)	0	(627)

The year to date position at the end of July shows a minor £0.003m favourable variance from budget. This consists of a favourable variance of £0.143m within transport largely due to staffing variations and lower infrastructure costs than budgeted which is offset by an adverse variation of (£0.140m) within the operational budget. This adverse position is largely as a result of lower investment income than budgeted, following setting aside a statutory provision for debt.

Following the first reforecast of the year there is an adverse variance from budget of (£0.627m) for 2019/20. This consists of an adverse variance of (£0.664m) within the operational budget mainly due to lower investment income than budgeted offset by a minor favourable variance of £0.037m within transport.

Within the Investment Programme operational spend is ahead of budget to date. This is offset by a favourable variance against financing costs as a result of a lower transfer to the Investment Programme reserve which is in place to meet the costs of future Investment Programme borrowing, this has also been reflected in the revised forecast position.

Appendix 2

Transport for West Midlands year to date revenue position – July 2019

	JULY 2019 YEAR TO DATE			FULL YEAR 2019/20			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Specific resources:							
Transport Levy	38,240	38,240	() 0%	114,720	114,720	0%	
TOTAL INCOME	38,240	38,240	() 0%	114,720	114,720	0%	
EXPENDITURE							
Concessions							
National Bus Concession	17,061	17,054	(7) 0%	51,213	51,184	(29) 0%	
Metro / Rail	1,510	1,522	12 1%	4,571	4,578	7 0%	
Child Concession	2,493	2,531	39 2%	7,486	7,643	157 2%	
	21,064	21,107	43	63,270	63,404	134	Favourable variance reflecting 16-18 scheme costs lower than budgeted
Bus Services							
Bus Stations / Infrastructure	1,359	1,340	(19) 1%	4,025	3,994	(31) 1%	
Subsidised Network	3,183	3,099	(84) 3%	9,810	9,379	(431) 5%	Adverse variance reflecting additional costs of accessible transport arrangements
Tendering / Monitoring	239	259	20 8%	821	788	(33) 4%	
Accessible Transport	2,404	2,419	15 1%	7,209	7,259	50 1%	
	7,185	7,116	(69)	21,865	21,419	(446)	
Rail and Metro Services							
Metro Services	485	510	26 5%	1,574	1,609	34 2%	
Rail Services	676	716	40 6%	2,286	2,267	(20) 1%	
	1,161	1,226	65	3,860	3,875	15	
Integration							
Safety and Security	216	343	127 37%	904	1,031	127 12%	Staffing variations and infrastructure costs less than budgeted
Passenger Information	1,730	1,670	(60) 4%	5,015	5,062	47 1%	
Sustainable Travel	120	123	2 2%	364	378	14 4%	
	2,067	2,136	69	6,283	6,471	188	
Network Resilience							
	348	347	(1) 0%	1,880	1,788	(92) 5%	Staffing variations
Business Support Costs							
	1,036	1,069	33 3%	3,352	3,534	182 5%	ICT costs lower than budgeted
Strategic Development							
	807	734	(73) 10%	2,466	2,412	(54) 2%	
Elected Members							
	84	129	45 35%	371	391	20 5%	
Corporate & Democratic Core							
			0%			0%	
Capital Finance Charges							
	4,024	4,055	31 1%	11,335	11,425	89 1%	Finance charges lower than budgeted owing to rescheduling of capital expenditure
TOTAL EXPENDITURE	37,775	37,918	143 0%	114,683	114,720	37 0%	
NET	465	322	143 45%	37	()	37	

Appendix 3 West Midlands Combined Authority Operational Budget – July 2019

FINANCIAL SUMMARY AS AT JULY 2019	JULY 2019 YEAR TO DATE			FULL YEAR 2019/20			As at the 31st July 2019 there is an adverse in year variance of (£0.140m) within the operational budget. Following the first forecast of the year the operational budget has an adverse variance of (£0.664m) against budget.
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
Operational Income							
Investment Interest Income	297	564	(267)	1,194	1,694	(500)	The adverse year to date and full year variance within operational income has occurred due to receiving lower investment income than budgeted following set aside of a statutory provision for debt.
Contribution - 7 Met Council's	1,548	1,548	0	4,644	4,644	0	
Contribution - Non constituent members	142	142	0	425	425	0	
Total Income	1,987	2,254	(267)	6,263	6,763	(500)	
Corporate Support Recharges to Portfolios	(1,157)	(1,144)	(13)	(3,619)	(3,380)	(239)	
Total Expenditure	(1,157)	(1,144)	(13)	(3,619)	(3,380)	(239)	
Operational Income Net Total	830	1,110	(280)	2,644	3,383	(739)	
Economy & Innovation							
Other Industrial Strategy Income	15	99	(84)	96	296	(200)	Industrial Strategy has an adverse variance in year and full year due to receiving lower than budgeted income, this is offset by lower costs.
Office of Data Analytics	16	95	(79)	202	284	(82)	
MHCLG - Brexit Support Preparations	170	0	170	917	0	917	ODA has a favourable variance in year and full year due to vacant posts not being recruited to until later in the year. The underspend will be carried forward as part of the 3 year programme.
Total Income	201	194	7	1,215	580	635	
Funding for Growth	(233)	(233)	0	(700)	(700)	0	The overall Economy and Innovation position reflects unbudgeted Brexit preparation grant income and expenditure.
Industrial Strategy	(15)	(99)	84	(96)	(296)	202	
Office of Data Analytics	(16)	(95)	79	(202)	(284)	82	
Black Country Economic Intelligence Unit	(59)	(80)	21	(240)	(240)	0	
MHCLG - Brexit Support Preparations	(170)	0	(170)	(917)	0	(917)	
Director of Strategy	(53)	(54)	1	(158)	(162)	4	
Total Expenditure	(546)	(561)	15	(2,313)	(1,684)	(629)	
Economy & Innovation Net Total	(345)	(367)	22	(1,098)	(1,104)	6	
Environment & Energy, HS2							
Energy Capital	0	0	0	150	0	150	The Environment and Energy, HS2 position reflects unbudgeted Energy Capital grant income and expenditure.
Total Income	0	0	0	150	0	150	
Environment	(67)	(81)	14	(218)	(242)	24	
Energy Capital	0	0	0	(150)	0	(150)	
HS2 Growth Strategy	0	0	0	(1)	(1)	0	
Total Expenditure	(67)	(81)	14	(369)	(243)	(126)	
Environment & Energy, HS2 Net Total	(67)	(81)	14	(219)	(243)	24	
Housing and Land							
Housing and Land Commission	414	734	(320)	2,140	2,201	(61)	The year to date and full year favourable variance within Housing and Land is due to vacant posts being recruited to later in the year than budgeted.
Total Income	414	734	(320)	2,140	2,201	(61)	
Housing and Land Commission	(464)	(784)	320	(2,293)	(2,352)	59	
Total Expenditure	(464)	(784)	320	(2,293)	(2,352)	59	
Housing and Land Net Total	(50)	(50)	0	(153)	(151)	(2)	
Wellbeing							
Other Mental Health Income	6	0	6	6	0	6	The in year and full year variance within the Fiscal Incentive programme has occurred due to the timing of activity taking place earlier than budgeted, this is offset by grant income received.
Well Being	0	0	0	25	0	25	
IPS Programme	72	48	24	204	144	60	The in year variance within the Wellbeing budget has occurred due to vacant posts and the timing of activity within the Mental health Commission budget.
Fiscal Incentive Programme	389	273	116	983	820	163	
Total Income	467	321	146	1,218	964	254	
Mental Health Commission	(108)	(155)	47	(484)	(499)	15	
Well Being	(40)	(46)	6	(186)	(161)	(25)	
IPS Programme	(72)	(48)	(24)	(204)	(144)	(60)	
Fiscal Incentive Programme	(395)	(283)	(112)	(1,011)	(848)	(163)	
Total Expenditure	(615)	(532)	(83)	(1,885)	(1,652)	(233)	
Wellbeing Net Total	(148)	(211)	63	(667)	(688)	21	
Public Service Reform & Social Economy							
Mayoral Capacity Funding	0	25	(25)	100	100	0	The PSR position has been updated to reflect new revenue streams which have not as yet been realised in year, along with associated expenditure.
Other PSR Income	0	54	(54)	0	215	(215)	
Total Income	0	79	(79)	100	315	(215)	
Public Sector Reform	(142)	(225)	83	(563)	(778)	215	
Inclusive growth	11	(20)	31	(45)	(60)	15	
WM Fire Service Transition	0	0	0	0	0	0	
Total Expenditure	(131)	(245)	114	(608)	(838)	230	
Public Service Reform & Social Economy Net Total	(131)	(166)	35	(508)	(523)	15	
Skills and Productivity							
Productivity and Skills Commission	5	0	5	75	0	75	There is a minor variation from budget both in the year to date and full year position is largely due to changes in the timing of the delivery of grant programmes.
Employment Support Pilot Skills	267	766	(499)	1,530	2,278	(748)	
Investment Programme (Skills)	82	69	13	223	206	17	
Technical Education	39	33	6	72	100	(28)	
Construction Skills	831	844	(13)	3,575	3,556	19	
Adult Education	218	262	(44)	78,863	78,713	150	
Careers	2	0	2	2	0	2	
Career Learning Pilot	0	0	0	0	0	0	
Digital Skills	47	580	(533)	992	1,741	(749)	
Total Income	1,491	2,554	(1,063)	85,332	86,594	(1,262)	
Productivity and Skills Commission	(220)	(188)	(32)	(649)	(565)	(84)	
Employment Support Pilot Skills	(266)	(766)	500	(1,530)	(2,278)	748	
Investment Programme (Skills)	(62)	(69)	7	(203)	(206)	3	
Technical Education	(39)	(33)	(6)	(72)	(100)	28	
Construction Skills	(829)	(844)	15	(3,575)	(3,556)	(19)	
Adult Education	(218)	(262)	44	(78,863)	(78,713)	(150)	
Careers	(2)	0	(2)	(2)	0	(2)	
Career Learning Pilot	0	0	0	0	0	0	
Digital Skills	(47)	(580)	533	(991)	(1,740)	749	
Total Expenditure	(1,683)	(2,742)	1,059	(85,885)	(87,158)	1,273	
Skills and Productivity Net Total	(192)	(188)	(4)	(553)	(564)	11	
Culture and Digital							
5G Network	(8)	0	(8)	87	0	87	5g and Creative Scale Up projects were unbudgeted but fully funded by grant income. Culture and Tourism is broadly in line with budget.
DDCMS - Creative Scale Up	12	0	12	650	0	650	
Total Income	4	0	4	737	0	737	
5G Network	8	0	8	(87)	0	(87)	
Culture and Tourism Commission	(47)	(57)	10	(110)	(110)	0	
DDCMS - Creative Scale Up	(12)	0	(12)	(650)	0	(650)	
Total Expenditure	(51)	(57)	6	(847)	(110)	(737)	
Culture and Digital Net Total	(47)	(57)	10	(110)	(110)	0	
Operational Income Net Total	(150)	(10)	(140)	(664)	0	(664)	

Appendix 4

West Midlands Combined Authority Mayoral Budget – July 2019

	JULY 2019 YEAR TO DATE			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
MAYORAL OFFICE						
Other Grants	243	268	(25) 9%	804	804	0 0%
TOTAL INCOME	243	268	(25) 9%	804	804	0 0%
Staff Costs	(224)	(250)	26 10%	(750)	(751)	1 0%
IT	(3)	(3)	0 0%	(10)	(10)	0 0%
Travel & Subsistence	(15)	(14)	(1) 7%	(42)	(41)	(1) 2%
Other	(1)	(1)	0 0%	(2)	(2)	0 0%
TOTAL EXPENDITURE	(243)	(268)	25 9%	(804)	(804)	0 0%
NET	0	0	0 0%	0	0	0 0%

As at the 31st July 2019 the Mayors office budget is broadly in-line with budget.

Appendix 5

West Midlands Combined Authority Transport Delivery Capital Programme – July 2019

Financial Summary Month Ending July	YEAR TO DATE			FULL YEAR			Explanation of variance
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000	
TRANSPORT PORTFOLIO CAPITAL PROGRAMME							
Investment Programme							Actual v Budget YTD variances At the end of July 2019, actual expenditure was £9.0m lower than budget. The main variances are contained within the Metro Programme, and relate to the following: Metro Birmingham Eastside (£1.980m) work not expected to commence until Q2 19/20. Metro Edgbaston Extension (£1.441m) Utility works progression slower than anticipated due to Traffic Management approvals. This however has no impact on the delivery of works to be completed in 19/20. Wolverhampton Interchange Project Station & Car Park (£1.327m) Lower claims from main contractor than expected in first quarter. Metro Centenary Square (£1.191m) owing to a reprofiling of utility works to mid August and a value engineering review of a substation, resulting in lower costs. Target completion date of late November 2019 remains. Metro Wednesbury to Brierley Hill Extension (£1.163m) reflects latest programme for design and advance construction costs caused by later than expected submission of target cost. Annual Budget v Forecast variances At the end of July 2019, the Annual variance was £17.121m below Budget. The main variances are as follows; Metro Wednesbury to Brierley Hill Extension (£10.593m) and Metro Birmingham Eastside (£5.889m) reflecting latest programmes.
Metro	24,851	32,885	8,034	126,068	108,785	17,283	
Rail	971	728	(243)	6,214	6,347	(133)	
Sprint	344	1,554	1,210	7,172	7,201	(29)	
CWG Programme							Actual v Budget YTD variances At the end of July 2019, actual expenditure was £0.497m lower than budget. The main variances are contained within the SPRINT Programme and are as follows; SPRINT - A34 Walsall to Birmingham (£0.202m) detailed design has commenced slightly later than anticipated but this is expected to accelerate over the coming months. A45 SPRINT (£0.268m) due to ongoing discussions with regard to land acquisition. Annual Budget v Forecast variances At the end of July 2019, the Annual variance was £1.301m above budget. The main variances are as follows; University Station improvements (£0.861m) . Higher costs primarily due to complexity of design option and underestimation of original Budget. Perry Barr Rail Station (£0.441m) . Higher costs due to revised cost estimate.
Highway	220	246	26	6,722	6,722	0	
Other	45	60	15	98	98	0	
Rail	1,090	1,075	(15)	2,622	3,923	(1,301)	
Sprint	466	937	471	17,275	17,275	0	
Other Major Programmes							Actual v Budget YTD variances At the end of July 2019, actual expenditure was £0.427m lower than budget. The main variances are as follows; Snow Hill 3rd Access (£0.352m) Survey work and GRIP 4 Design option solution is progressing towards completion by August, with Detailed Design scheduled for October. The Scheme delivery is anticipated to be in Q1 20/21. Annual Budget v Forecast variances At the end of July 2019 the Annual variance was £0.843m below budget. The main variance is as follows; Snow Hill 3rd Access (£0.836m) . As identified above.
Bus	1,428	1,468	40	5,769	5,769	0	
Highway	51	81	30	4,026	4,026	0	
Other	810	812	2	6,121	6,121	0	
Rail	489	844	355	7,396	6,553	843	
Minor Work Programme							Actual v Budget YTD variances At the end of July 2019, actual expenditure was £0.629m lower than budget. The main variance is as follows; ADEPT Live Lab (£0.334m) . Early analytic pilots across 12 locations have been rescheduled to the end of Q2 19/20. Annual Budget v Forecast There are only minor variances at the end of July 2019.
	695	1,324	629	9,696	9,703	(7)	
Grants to Local Authorities							There are only minor YTD and Annual variances at the end of July 2019.
	15	26	11	6,036	6,024	12	
TOTAL TRANSPORT PROGRAMME	31,475	42,040	10,565	205,215	188,547	16,668	
OTHER PORTFOLIOS CAPITAL PROGRAMME							
Investment Programme (Grants to Local Authorities)							Actual v Budget variances At the end of July 2019, actual expenditure was £0.139m above the budget of £4.953m. The main variances are as follows; UK Central Infrastructure Package (£0.139m). The overspend to budget is due to a minor acceleration of programme. Annual Budget v Forecast There are no variances at the end of July 2019.
	5,092	4,953	(139)	53,622	53,622	0	
Housing							Actual v Budget variances At the end of July 2019, actual expenditure was £7.833mm below the budget of £13.116m. The main variances are as follows; Brownfield Land & Property Development Fund (£7.833m) primarily due to a rescheduling of draw down of Commonwealth Games (£6.0m) and Telford & Wrekin Council (£0.750m) to November and December 2019 respectively. Annual Budget v Forecast There are no variances at the end of July 2019.
	5,283	13,116	7,833	47,585	47,585	0	
TOTAL OTHER PORTFOLIOS CAPITAL	10,375	18,069	7,694	101,207	101,207	0	
GRAND TOTAL	41,850	60,109	18,259	306,422	289,754	16,668	

Appendix 6
WMCA Investment Programme Financial Summary period ending 30th June 2019

	2019 / 2020 YEAR TO DATE			2019 / 2020 FULL YEAR			COST TO COMPLETION					
	ACTUAL	BUDGET	VARIANCE	BUDGET	FORECAST	VARIANCE	PRIOR PERIOD SPEND	2019/20 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN	TOTAL BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
COVENTRY UKC PLUS	4,194	5,458	1,264	64,073	63,982	91	23,238	63,982	610,518	697,738	700,787	3,049
SPRINT PROGRAMME	545	2,416	1,872	24,627	24,446	181	4,385	24,446	268,617	297,449	297,449	(0)
RAIL PROGRAMME	725	1,048	323	9,207	6,020	3,187	3,999	6,020	175,706	185,725	185,727	2
METRO	21,908	27,392	5,484	128,275	124,843	3,432	190,447	124,843	1,274,530	1,589,820	1,589,610	(210)
UK CENTRAL INFRASTRUCTURE	1,315	1,041	(274)	14,241	14,316	(75)	9,331	14,316	1,362,972	1,386,618	1,386,756	138
UK CENTRAL HS2 INTERCHANGE	591	718	127	7,932	11,943	(4,011)	12,305	11,943	505,282	529,530	604,416	74,886
CURZON STREET STATION MASTERPLAN	36	36	-	3,904	3,904	-	3,155	3,904	546,789	553,848	553,848	-
NATIONAL COLLEGE FOR HIGH SPEED RAIL	-	-	-	-	-	-	25,553	-	-	25,553	25,553	-
HIGH SPEED SUPPLY CHAIN & BUSINESS SUPPORT	-	-	-	-	-	-	11,270	-	338,730	350,000	350,000	-
HS2 GROWTH STRATEGY TOTAL	29,313	38,109	8,796	252,258	249,454	2,804	283,683	249,454	5,083,144	5,616,281	5,694,146	77,865
COVENTRY CITY CENTRE REGENERATION	437	255	(183)	6,207	6,410	(203)	23,046	6,410	344,472	373,928	373,675	(253)
INNOVATION	3,583	5,982	2,399	23,929	21,805	2,123	2,660	21,805	170,685	195,150	195,000	(151)
LAND RECLAMATION AND REMEDIATION	3,639	5,048	1,409	49,138	39,173	9,965	7,194	39,173	153,633	200,000	200,000	-
COMMONWEALTH GAMES	-	2,500	2,500	10,000	10,000	-	-	10,000	15,000	25,000	25,000	-
EMPLOYMENT EDUCATION & SKILLS	42	529	487	2,116	201	1,914	48	201	19,749	19,998	20,000	2
CONNECTIVE INVESTMENT VEHICLE	2,582	4,998	2,416	52,708	36,853	15,855	39,147	36,853	924,000	1,000,000	1,000,000	0
DEVOLVED TRANSPORT INVESTMENT	-	-	-	-	-	-	-	-	1,299,000	1,299,000	1,299,000	-
EZ EXPANSION EXCLUDING CURZON	-	-	-	-	-	-	-	-	20,000	20,000	20,000	-
OTHER INVESTMENT PROGRAMME SCHEMES	10,284	19,312	9,029	144,098	114,443	29,654	72,096	114,443	2,946,538	3,133,077	3,132,675	(402)
GRAND TOTAL	39,597	57,421	17,824	396,356	363,898	32,458	355,779	363,898	8,029,682	8,749,358	8,826,821	77,463

Appendix 6 (Continued)

WMCA Investment Programme Financial Commentary for the period ending 30th June 2019

The financial results for June 2019 are shown above.

In respect of full project costs to completion, the financial summary has been adjusted to reflect the revised budget based on the 2019/20 programme baseline. The project budget for the Wednesbury to Brierley Hill Metro Extension has been revised, as approved by the WMCA Board on 22 March 2019. The Metro programme is red status because of the current funding gap against the East Birmingham to Solihull project.

The cost to completion against UK Central Interchange remains red status due to the reduced funding gap of circa £131m against the Birmingham International Station redevelopment project. The UK Central HS2 Interchange programme has been rescoped by the programme sponsors.

The Rail programme budget reflects the Package 1 (Willenhall & Darlaston), Package 2 (Moseley, Kings Heath, Hazelwell), Snow Hill Lines and Sutton Coldfield Interchange and City Link schemes only.

For 2019/20, the YTD spend to June is £17.8m behind budget reflecting latest Metro programmes.

The 2019/20 full year forecast underspend of £2.8m for the HS2 Growth Strategy relates includes the significant variances set out below:

- * Rail programme underspend of £3.2m, including Sutton Coldfield Interchange and City Link (£2.9m); and
- * Metro programme underspend of £3.4m, including Birmingham Eastside Extension (£2.8m).

The 2019/20 full year forecast underspends against the Rail and Metro programmes are offset by a forecast £4.0m overspend in respect of the UK Central HS2 Interchange programme.

The other major full year variances to forecast are:

- * An underspend of £10.0m in respect of Land Reclamation and Remediation; and
- * An underspend of £15.9m in respect of the Collective Investment Vehicle.

Appendix 7

WMCA Investment Programme Commitment Profile as at 31st July 2019

£m	Actual Spend	Approved Commitments	Expected Approvals										TOTAL APPROVALS
			Aug-19	Sep-19	Q3 19/20	Q4 19/20	Subtotal	Q4 19/20	2020/21	2021/22	2022/23	Post 2023	
UKC Interchange	12.0	29.8		19.9	2.1		51.9		267.9	36.9	25.0	16.3	398.0
UKC Infrastructure	8.0	30.8			1.0	6.2	38.0		43.0	35.2	75.5	96.2	287.9
Sprint Programme	1.4	21.0			5.6	27.6	54.2	7.2	67.2	60.6		31.1	220.3
Metro Programme	41.0	136.0					136.0						136.0
Rail Programme	4.6	18.8				2.8	21.6		96.5			25.7	143.8
City Centre First incl. CSMP	-	39.4		4.0			43.4						43.4
Coventry VLR	1.0	12.2			7.8		20.0		35.0				55.0
Coventry North	0.0	0.2				0.4	0.6			21.0			21.6
Coventry South	0.1	7.4			1.5		8.9		24.2	26.8		76.7	136.5
Wednesbury Brierley Hill Metro	-	103.0					103.0						103.0
SOB TOTAL INVESTMENT PROGRAMME	68.1	398.7	-	23.9	18.0	37.0	477.6	7.2	533.7	180.5	100.5	246.0	1,545.4
Coventry Regeneration	7.6	149.9					149.9						149.9
Coventry City of Culture	-	31.6					31.6						31.6
Land Remediation	10.8	103.0					103.0				97.0		200.0
Business Innovation	4.5	12.5					12.5		15.0	15.0	7.5		50.0
Employment Education & Skills	0.1	0.8	0.5				1.3		17.0	1.7			20.0
Commonwealth Games	-	25.0					25.0						25.0
OTHER INVESTMENT PROGRAMME	23.1	322.9	0.5	-	-	-	323.4	-	32.0	16.7	104.4	-	476.5
TOTAL	91.2		Approval commitment profile based on PMO forward planning exercise										
CUMULATIVE APPROVALS		721.6	722.1	746.0	764.0	801.0	801.0	808.2	1,373.9	1,571.1	1,776.0	2,022.0	

Appendix 8

Balance Sheet as at 31st July 2019

WMCA Balance Sheet as at 31 July 2019			
	31 July 2019 £'000	30 June 2019 £'000	Movement £'000
Property, plant and equipment	362,505	357,423	5,082
Investments	23,102	19,791	3,311
Long-term assets	385,607	377,214	8,393
Debtors	39,513	42,211	(2,698)
Short-term deposits	231,525	192,300	39,225
Cash and bank	100	985	(885)
Current assets	271,138	235,496	35,642
Loans - interest due	(2,549)	(2,127)	(422)
Short-term creditors/accruals	(57,149)	(48,788)	(8,361)
Current liabilities	(59,698)	(50,915)	(8,783)
Net current assets	211,440	184,581	26,858
Provisions	(3,715)	(3,734)	19
PWLB	(118,943)	(119,081)	138
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(7,185)	(7,185)	-
Grants receipts in advance	(219,878)	(178,930)	(40,948)
Long-term liabilities	(359,721)	(318,930)	(40,791)
Net assets	237,326	242,865	(5,539)
General fund balance	2,866	2,437	429
Earmarked reserves	129,946	131,504	(1,558)
Capital grants unapplied reserve	247	247	-
Usable reserves	133,059	134,188	(1,129)
Revaluation reserve	6,736	6,737	(1)
Deferred capital grants account	374,644	369,561	5,083
Capital financing account	(276,746)	(267,254)	(9,492)
Accumulated absences account	(367)	(367)	0
Unusable reserves	104,267	108,677	(4,410)
Total reserves	237,326	242,865	(5,539)

The WMCA Balance Sheet reflects a healthy financial position. Main changes since June reflect TfWM capital spend and work-in-progress funded mainly by grants in advance, resulting in an increase of £5.1m net of depreciation in property, plant and equipment.

The increase in cash and bank and short-term deposits is largely due grant income received for the Housing Fund, resulting in an increase in grants receipts in advance.

The increase in short-term creditors/accruals are largely driven by the accruals for the Land and Property Investment Fund, Metro Edgbaston extension scheme and HS2/UK Central.

The decrease in the unusable reserves reflect the spend in the Capital and Investment Programme funded by reserves.



WMCA Board

Date	13 September 2019
Report title	Commonwealth Games Strategic Transport Plan
Portfolio Lead	Transport - Councillor Ian Ward
Accountable Chief Executive	Laura Shoaf, Managing Director of Transport for the West Midlands email: laura.shoaf@tfwm.org.uk tel: (0121) 214 7444
Accountable Employee	Anne Shaw, Director of Network Resilience email: anne.shaw@tfwm.org.uk tel: (0121) 214 7881
Report has been considered by	Commonwealth Games Joint Transport Group, Birmingham City Council Corporate and Executive Management Teams, TfWM Leadership Team, Birmingham 2022 Board, Commonwealth Games Chief Execs Group, Strategic Transport Officers Group, Commonwealth Games Strategic Board, WMCA Senior Leadership Team, WMCA Programme Board.

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Approve the draft Games Strategic Transport Plan for publication in September.

1. Purpose

- 1.1 The purpose of this report is to provide authority from the WMCA to publish the draft Games Strategic Transport Plan (the plan) in September and to advise of the engagement that will take place across the region to gather feedback from residents and businesses and help shape the planning of transport operations for the Commonwealth Games with partners.

2. Background

- 2.1 The document has been subject to months of drafting between TfWM, Birmingham 2022, Birmingham City Council and other relevant local authorities, the Department for Transport, the Department for Digital, Culture, Media and Sport, Network Rail, Highways England, and West Midlands Police. It has been approved by the Commonwealth Games Joint Transport Group (9 April), Birmingham City Council Corporate and Executive Management Teams (15 April and 30 April respectively), TfWM's leadership team (mid-April), Birmingham 2022 Board (14 May), Commonwealth Games Chief Execs Group (30 May), STOG (8 July), Commonwealth Games Strategic Board (9 July), WMCA Senior Leader Team (21 August), the WMCA Programme Board (30 August) and has been submitted to the Transport Delivery Committee for their meeting on 9 September.
- 2.2 Network Rail, Highways England, Staffordshire and Warwickshire have written in support of the Plan.

3. Games Strategic Transport Plan

- 3.1 In line with previous events of this nature, a Games Strategic Transport Plan is being prepared with the intention that this will become a statutory document setting out how the transport operations for the Games will be planned and delivered with partners.
- 3.2 At this stage the plan is intended to provide a high-level view of transport preparations with more detailed operational planning to follow. For example, the plan explains that there will need to be some restrictions placed on vehicles accessing and parking on roads in order to get people to events and to minimise the impact on local residents and businesses, but it is too early to identify the particular measures required on specific roads. This level of detail will come from future development work and we are committed to ongoing engagement with local residents and businesses as we turn to detailed operational planning.
- 3.3 The purpose of the document is twofold. Firstly, it informs the public and businesses of our current approach to transport planning, giving confidence that we are joining up with relevant partners, and provides the opportunity to comment on our proposals. Secondly, it sets the framework for transport planning and cooperation; formally capturing the commitment by the relevant authorities to deliver the transport interventions that will be required.

- 3.4 The draft plan is attached as Annex A. The intention is to publish the document in September 2019 with engagement activities planned over the following 12 weeks. The timing of the publication of this draft plan is for a number of reasons, relating to programming activity, securing early formal cooperation from partners, and learning from experience from other Games.

4. Legislation

- 4.1 It is the intention for the plan to be a statutory document in line with previous multi-sport events of this nature. The Birmingham Commonwealth Games Bill is currently being considered by Parliament. Under the Bill, the Secretary of State will be enabled to direct a local or combined authority to produce a Games Transport Plan, which local traffic authorities must have regard to in order to facilitate preparations for the Games. It is anticipated that the WMCA will be the directed authority. The Bill requires the authority producing the Plan to consult with specific types of organisations listed in the Bill before it becomes statutory – these organisations will be engaged on this first version. The intention is that once the Bill has received Royal Assent a second, final version will be subject to stakeholder consultation as required by the legal instrument (that consultation may also be extended to include other organisations that the authority or the Secretary of State may consider appropriate). It is anticipated that the final version of this Plan – which will be submitted to the WMCA Board for approval when it is prepared – will become statutory under the Bill.

5. Engagement

- 5.1 There will be a 12-week engagement period during which we will hold a number of public events which are being arranged with local authorities across the WMCA geography. We will ask whether we have the right guiding principles and how people want to be kept informed as we progress with our transport planning.
- 5.2 We are working with comms colleagues across the Games partnership and directly with local authorities to plan appropriate engagement activity.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this work – this activity is included in the agreed Games budget approved recently by HM Treasury, and subject to finalisation of the Funding Agreement with Birmingham 2022.

7. Legal Implications

- 7.1 The Games Bill will create new temporary responsibilities that will support the planning and delivery of transport operations for the games.
- 7.2 In relation to this initial Plan to be published before the Bill becomes law, there is no duty to carry out a public consultation – we are engaging with the public as we recognise this is the first opportunity for the public hear and provide feedback on how we are proposing to plan and deliver in the Games transport in partnership with Birmingham 2022 and transport authorities and operators.

8. Equalities Implications

- 8.1 The Games Strategic Transport Plan outlines how equality considerations will be taken in to account in transport planning. TfWM will be carrying out an Equality Impact Assessment on the Plan, as is normal practice for the organisation. We will also be taking into account equality consideration in designing the engagement activity.
- 8.2 Birmingham 2022 will also be preparing a Games-wide accessibility strategy.

9. Inclusive Growth Implications

- 9.1 The Games Strategic Transport Plan builds upon the objectives contained within Movement for Growth. We will use the opportunity of the Games as a catalyst for bringing about the change we wish to see; to help us deliver improvements capacity, efficiency, managing demand and providing sustainable transport. These measures will promote healthy and active lifestyles that support inclusive growth, benefitting residents and businesses for years to come.

10. Geographical Area of Report's Implications

- 10.1 Whilst the content will be most relevant to those areas hosting a Commonwealth Games event (Birmingham, Coventry, Sandwell, Solihull, Staffordshire, Warwickshire and – to a lesser extent – London), the impact of the Games may be felt across the WMCA geography and therefore the content of this report is also relevant to Dudley, Walsall and Wolverhampton.

11. Other Implications

- 11.1 None

12. Schedule of Background Papers

Annex A – Games Strategic Transport Plan



**BIRMINGHAM
2022**
commonwealth
games

BIRMINGHAM 2022

Draft Games Strategic Transport Plan





1. FOREWORD

Birmingham is a vibrant city that is well known for providing a warm welcome to people of all backgrounds and heritage. That's why it is so fitting that this city and the region will be hosting the Birmingham 2022 Commonwealth Games, when we will welcome more than 12,000 Athletes and Games Family which includes team officials, technical officials, accredited media and officials from 71 different nations and territories.

In addition to providing a significant boost to the region's economy, estimated at more than £500 million, hosting the Games will also provide a fantastic opportunity to put Birmingham and the wider West Midlands region on the global map, showcasing to the world what we have to offer.

Around one million spectators are expected to attend the event. Some of these will of course be local people enjoying this sporting and cultural spectacle, but many will come from across the country and the globe, which is why transport is such an essential part of a successful Games, especially as we want to ensure that the daily travel needs of residents from the West Midlands region continue to be met before, during and after the Games.

With this challenge in mind, Transport for West Midlands (the transport arm of the West Midlands Combined Authority) and Birmingham City Council are working together to deliver a programme of transport improvements, not just for the Games but for the future benefit of the whole region.

This Games Strategic Transport Plan outlines how we plan to keep the region moving during the Games, as well as setting out how we are looking to ensure that every athlete and spectator arrives at each of the venues in plenty of time.

It is an ambitious project, especially as, alongside meeting this challenge, we are also using the Games as a catalyst to deliver a significant programme of long-term transport improvements for the region, the focus for which is encouraging residents and visitors alike to use more sustainable transport options.

That's why many of the improvements that will be delivered by July 2022, will not just be for the Games, but for the residents of the West Midlands to benefit from and enjoy for years to come, connecting them to new jobs and opportunities, helping cut congestion, and improving journeys on the city and region's integrated transport system every single day.

This Games Strategic Transport Plan is just a draft at this stage and it includes a questionnaire because we would like your feedback on our plans so far. We'll use your responses to update this document, so please make sure you tell us what you think.

We are all committed to delivering the best possible transport plan and to ensuring that we keep you up to date on what we have planned over the next few years.



Andy Street
Mayor of the West Midlands



Ian Ward
Leader of Birmingham City Council
and WMCA Transport Portfolio Lead



John Crabtree
Chair of Birmingham 2022

2. INTRODUCTION

2.1 Birmingham 2022

The Birmingham 2022 Commonwealth Games will be held from 27 July to 7 August – twenty years after Manchester 2022 and on the ten-year anniversary of the London 2012 Olympics.

The Games will bring together more than 12,000 athletes, officials, media and Games Family, from 71 Commonwealth nations and territories, who will take part in 19 different sports in venues in Birmingham, the West Midlands and beyond. An estimated one million spectators will attend and the global TV audience is expected to be more than 1 billion.

The Games will be a festival of sport and culture – a unique celebration that will bring people together – uniting the city, the region and the Commonwealth.

Successful transport operations are critical to the overall success of the Games and this Strategic Transport Plan looks at how to ensure that all those involved in competing, watching, administering and reporting on events are transport in a safe and efficient manner, whilst at the same time making sure that any disruption to current users of the region's transport network is kept to a minimum.

2.2 Birmingham and the West Midlands

Birmingham and the West Midlands have a proud tradition of staging major events but this will be the largest event to be held in the region. The area is home to 187 nationalities from around the Commonwealth and the rest of the world so there'll be a warm welcome for all of the competing nations.

Birmingham has been undergoing a transformation in recent years and hosting the Commonwealth Games



will accelerate new housing and infrastructure projects, create thousands of jobs and deliver trade and investment opportunities. The economic impact for the region, as a consequence of hosting the Birmingham 2022 Commonwealth Games, is estimated at more than £500 million¹.

The West Midlands, with Birmingham at its heart, is embracing a modern revolution in world manufacturing – emerging as a centre of excellence for digital, medical and advanced production using the latest technological advancements that support modern day society and culture. Our business community is growing and delivering more jobs and investment than other areas of the UK.

In support of this growth, we are seeing a level of investment in our transport infrastructure that has not been seen for decades. This investment also supports the region's ambitions for creating a healthier, happier, better connected and more prosperous West Midlands region, for all of our residents.

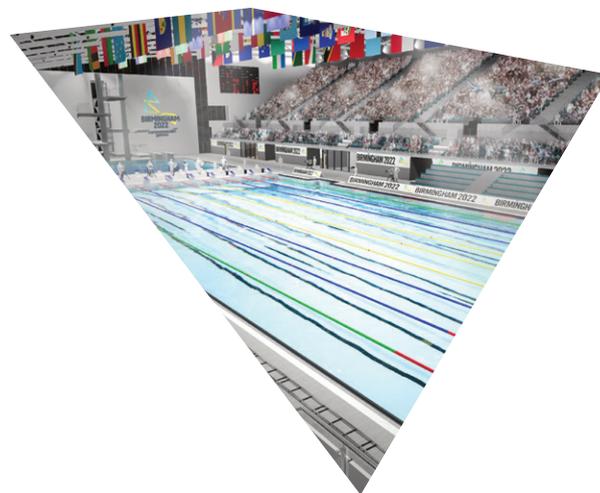
¹ Commonwealth Games 2022 Birmingham—West Midlands and UK Economic Impact Assessment, PWC

Hosting the Games in the region means that the plans for many transport improvements have been accelerated, so the benefits will be delivered even earlier than planned. The strategic objectives of the Birmingham 2022 Commonwealth Games are aligned with the ambitions of the region:

- Bring people together
- Improve health and wellbeing
- Help the region to grow and success
- Be a catalyst for change
- Put us on the map

The Games will bring improvements across the region. The investments that are being made in Perry Barr will provide much needed new housing and a better connected community through improved transport accessibility and public realm. This will link communities to local facilities enhancing a thriving modern community hub for future generations to live, work and enjoy. It will also provide more efficient access to future employment and leisure activities further afield ensuring local residents can take greater advantage of wider opportunities.

The accelerated delivery of transport extends beyond this location with the completion of Metro extensions in Birmingham and Wolverhampton City Centres, the delivery of the first phase of Sprint to Birmingham Solihull and Walsall, and improvements to a number of rail stations, including University Station and Perry Barr Station, which will act as gateways to the sporting events. Improvements



are also being made across the region to improve highway infrastructure making motorways more efficient, giving priority to bus passengers and cyclists, enabling more local sustainable journeys, and helping to tackle congestion and road safety hotspots.

In addition to the new and improved transport infrastructure, with the region playing host to a number of venues, how we run and operate transport during the Games will be critical for a successful Games and keeping the rest of the region moving. We need to ensure that we have an integrated plan to manage the transport operations to meet the demand for Games specific requirements and for every resident, business and visitor with minimal impact. There will be locations where there will be heavy demand and how we plan and manage these will be critical.

Planning for the Games is a complex process – there is a lot of activity taking place to ensure that transport operations meet the needs of the region during the Games. There is a three stage planning process:

Strategic Planning

Establishing the principles that will guide decision making going forward.

Identifying the types of measures that will be required.

Engaging on the Games Strategic Transport Plan.

Operational Planning

Guided by the Games Strategic Transport Plan, under formal governance structures, partners will work collaboratively to take forward detailed work on the measures identified.

Operational planning is necessarily detailed and takes a number of years.

Run up to Games time

Recognising the importance of sharing information with residents and local businesses, we will keep the public informed of progress through a range of communication channels including social media.

There will be dedicated events in late 2021 and 2022 as details emerge from operational planning.

The Games will not only deliver a sporting celebration, but also improvements to health, job opportunities, skills and facilities for residents of Birmingham and the West Midlands to enjoy long after the Games has gone.

2.3 Purpose of this document

This Strategic Transport Plan sets out the approach to the planning, provision and management of transport services during the Games. It sets out how we will manage existing demand from local people and businesses, accommodate additional demand during the event and minimise any impacts from the Games to limit disruption.

It has been produced by the transport arm of the West Midlands Combined Authority, Transport for West Midlands (TfWM), with Birmingham City Council and Birmingham 2022. We have worked in close collaboration with local authorities and key transport partners including central Government, Network Rail, Highways England, and our other host local authority venue partners: Staffordshire County Council, Warwickshire County Council and Transport for London.

This document is the product of stage 1 – strategic planning. It sets out the principles that will guide our decision-making in operational planning, along with the types of measures that we will put in place under three themes.

This first version of the Strategic Transport Plan is designed to share our approach to transport planning. It provides an opportunity for comment on our principles. Comments will be used to inform operational planning. In 2020 we will report on comments received and review whether, any changes require an updated Plan to be produced.

It is possible, as with any major event, that unforeseen circumstances mean that some important details may change. If this happens, we will review this plan and provide a suitable update as appropriate.

Principles	Themes
<ul style="list-style-type: none"> • Clean and Green; a public transport Games • Safe, secure, reliable and efficient transport • Minimising disruption to everyday users • Long term benefits to everyday users • Access for all 	<ul style="list-style-type: none"> • Investment in infrastructure • Provision of temporary additional services • Effective use of the network





3. HOSTING THE GAMES

3.1 The Games

The summer of 2022 will see Birmingham and the West Midlands host the 22nd edition of the Commonwealth Games. The Opening Ceremony for the Games will take place on Wednesday 27th July and the Closing Ceremony on Sunday 7th August. Athletes and team officials will be arriving in the region from 13th July, when the Commonwealth Games Village opens and training venues are made available for teams, and will be departing in the days following the Closing Ceremony, 8th-10th August.

The map on the page opposite shows the list of competition venues with sports that will be hosted across the West Midlands, Staffordshire, Warwickshire and London as well as the Commonwealth Games Village.

In addition to the competition venues, there are a number of other key non-competition venues that will need to be factored into our planning. These include, for example, the places that will be used for media activity, as well as various training venues and Live Sites (designated public areas where members of the public can watch events on big screens) – work is ongoing to identify the locations of these.

11

Competition days

19

Sports (including para sports)

MORE THAN
12,000

Athletes, officials, media and Games Family

41,000

Workforce (including volunteers)

OVER 1 MILLION

Ticketed spectators

4 MILLION

Residents

1 BILLION

Expected global television audience



Cannock Chase
Mountain Bike

Triathlon
Sutton Park

Athletics
Ceremonies
Alexander Stadium

Swimming
Diving
Sandwell Aquatics Centre

Gymnastics
Arena Birmingham

University of Birmingham
Hockey
Squash

Edgbaston
Women's Cricket

NEC
Badminton
Boxing
Netball
Table Tennis
Weightlifting

Coventry Arena & Stadium
Judo
Rugby 7s
Wrestling

Lee Valley Velodrome
Track Cycling

Victoria Park
Lawn Bowls

Key
● Competition venues



3.2 The West Midlands

The West Midlands is well served by local, regional, national and international transport infrastructure. The region offers an extensive bus network which currently accommodates approximately 260 million passenger trips a year. This is complemented by an expanding Metro network which currently provides services for almost eight million per year, as well as a growing cycle network that spans over 340 miles of canal towpath, greenways, and routes on roads clearly separated from other traffic (known as segregated cycleways). Birmingham is at the heart of the country's rail network – with three city centre stations providing direct links to all major UK cities. It is also within a four hour road journey for 90% of the UK population, and only two hours from many major cities such as London, Manchester, Liverpool and Bristol. It is home to Birmingham Airport, which currently serves almost 13 million passengers per year.

The region is growing. There is an ambition for the creation of 500,000 new jobs and 215,000 new homes across the region by 2030². This growth brings additional demand for travel as an additional 1.2million journeys are expected on the transport network every day by 2035 (on top of the eight million daily journeys already taking place). This is against an existing backdrop of congestion on our roads with traffic speeds 15% lower than the UK average and Birmingham being the 3rd most congested city in the UK.

In order to accommodate this growth, as set out in the region's key strategy and policy documents Movement for Growth³, the Congestion Management Plan⁴ and Birmingham Connected⁵, there is a significant amount of investment taking place across the West Midlands on a scale the region hasn't seen in decades. Central to this is better integrated public transport and walking and cycling options, alongside measures to manage demand and improve the efficiency of the network. These measures, alongside the introduction of Birmingham's Clean Air Zone⁶, will help us deliver clean growth. That programme of policies and investment is the foundation for this Birmingham 2022 Commonwealth Games Strategic Transport Plan.

The existing transport infrastructure, planned investment, and the fact that 95% of the competition venues are already in place, means that Birmingham and the West Midlands is in a great position to host the Games.

3.3 What will the Games mean for residents and businesses?

The Games will see many visitors arrive in the West Midlands, all looking to take part in and celebrate the Commonwealth Games. As people travel across the region, particularly as they make their way to and from events, there will be extra demand for transport at certain locations such as a stadium or arena, or at busy transport hubs – where large numbers of people use services, such as rail stations or bus stations.

We plan to put in place a number of measures to cope with the increased demand, to ensure that athletes, officials, media, spectators, volunteers and workers get to venues on time. Importantly, we also need to ensure that the region continues to operate; that emergency services can respond swiftly to incidents, essential deliveries can still be made, health visitors and care workers can visit patients, and that local residents can still get to where they need to go.

In securing the right to host the Games, we committed to providing a reliable transport system and minimising the impact on everyday transport users. We are taking a number of actions to achieve this:

1. We will engage with businesses and communities to discuss transport options in the lead up to and during the Games, and provide members of the public with up to date information so that they can make well informed travel choices. We will encourage businesses to consider allowing employees to work more flexibly where this is possible and the Games will be held during the school summer holidays when traffic on the roads is lighter. A communications campaign prior to, and during, the Games will clearly state any changes to the transport network and services. This will help residents to decide whether they could change the time of their journey, share with a friend or colleague, leave the car at home, use a different route or decide not to travel at all.

² <https://www.wmca.org.uk/media/1382/full-sep-document.pdf>

³ <https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf>

⁴ <https://www.tfwm.org.uk/media/2917/congestion-management-plan.pdf>

⁵ https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/498/birmingham_connected

⁶ https://www.birmingham.gov.uk/info/20076/pollution/1763/a_clean_air_zone_for_birmingham

2. During the Games some temporary measures will be introduced to make efficient use of the network. Those attending the Games will be encouraged to use public transport to minimise disruption to the network. All events will be accessible by public transport and additional temporary services for people attending the Games will be provided (for example, dedicated shuttle services) to alleviate pressure on the transport network. Traffic management measures, such as changes to traffic light timings, will also be implemented in response to the Games-time demand on the road network to manage the roads in the most effective way. A permit system will be used to manage vehicle access and parking around key venues – the system will be designed to help residents maintain access to their properties and businesses, at no cost to them. Precise details, such as the area covered and how these will be enforced, will be determined as part of operational planning. Local communities will be engaged as part of this process. Where permits, temporary restrictions or closures are required, we will work with local residents and businesses to protect them from spectator parking so that they can still go about their daily lives.
3. We are investing in infrastructure to help meet the extra demand. Residents will see the introduction of bike share as well as improved public transport links on cycle routes, Metro, Sprint and the rail network, making it easier to move around the

West Midlands. This investment will benefit residents and businesses for years to come.

4. We will better integrate the management of transport services through the new Regional Transport Coordination Centre, allowing us to respond more quickly to, and get the transport network flowing after, disruptive incidents. This integration won't just be for the Games, this improved working will serve the region before, during and beyond 2022.
5. We will be working with key partners such as the emergency services, as well as with businesses and local communities in the run up to the Games to provide further information as our planning progresses, involving partners and communities in decision making to ensure we make the right decisions for the region. Some of the wider investment in the region, such as HS2, will be under construction at the time of the Games - we will work collaboratively to limit the impact of this investment programme on everyday transport users.

We want to ensure that residents, businesses and visitors can all choose and access the right transport options for them.



4. STRATEGY

4.1 Customers - transport users

The customer experience will be at the heart of our work and we know that every journey is different. During the Games, there will broadly be three different customer groups:

- Everyday users, i.e. residents, commuters and businesses – this group includes all non-Games related travel, it is the normal day-to-day activity and covers all local, regional and national journeys that are made throughout the region;
- Spectators, workforce and volunteers – this group includes ticketed spectators for sporting events, non-ticketed spectators at events such as the marathon or road cycling, non-ticketed spectators attending Live Sites, as well as paid workforce and volunteers working at a range of locations across the region (for example, competition venues, non-competition venues, Live Sites, and key walking routes to venues); and
- Athletes, officials, media and Games Family – this group is mostly made up of athletes, team officials and technical officials (for example, judges and referees), but also includes sponsors, accredited media, as well as officials from the 71 nations and territories (called Commonwealth Games Associations or CGAs), the Commonwealth Games Federation (CGF), International Federations (IF) for the various sports and Birmingham 2022.

Specialist transport planning tools will be used to ensure a joined-up approach is taken across all partners. In order to understand the demands that will be placed on the transport network, we will draw together information that helps us to

predict: the day-to-day travel demand of residents, commuters and businesses, including freight; the likely movements of spectators, workforce and volunteers; the planned movements of the Athletes and Games Family; and identify which other events are taking place across the region at locations near to Games events. The demands of the transport network will vary from day to day, depending on which events are taking place, at what time and where.

Bringing this information together, we can map the transport needs against planned and existing services, assess where demand will exceed capacity and examine what measures will be required to support the Games and ensure business as usual can continue. This is the approach taken in preparing this Strategic Plan, and we will build upon it in operational planning.

4.2 Themes

In order to meet the demand for transport during the Games we have identified the types of measures that will be required. These are detailed in Chapter 6 and fall under three themes:

- investment in infrastructure;
- provision of temporary additional services; and
- effective use of the network.

Further work will be carried out on the details of these measures as part of operational planning.

4.3 Principles

In carrying out operational planning, a number of key principles will guide our decision making.

Clean and Green; a public transport Games

What? Public transport, cycling and walking will be the easiest and most effective way to get around during the Games. The transport network will operate as a single integrated network, offering seamless end to end journeys that make sustainable transport the most attractive way to travel. All venues will be accessible by public transport.

Why? Public transport, cycling and walking allows most efficient use of the transport network; it reduces reliance on car travel and so reduces congestion, helping to keep the region moving. In doing so, it reduces emissions; contributing to cleaner air, improved health and better quality of life for the people of the West Midlands.

Safe, secure, reliable and efficient transport

What? Transport services will be safe and secure, with consistent and reliable journey times on an efficient, resilient network – both for Games participants and everyday users of the transport network.

Why? This is essential in staging successful events, ensuring athletes and officials get to where they need to go, on time, and that everyday users of the transport network can continue to travel around the region safely, choosing the best travel option for them.



Minimising disruption to users

What? We will strive to minimise the impact of the Games on everyday users of the transport network.

Why? To ensure that local residents can still get to work on time, that businesses can receive and make deliveries, that city operations continue to meet local needs; that we keep the region moving.

Long term benefits to users

What? The Games will act as a catalyst to develop a number of transport schemes across the region. This will help to create a positive transport legacy of greater sustainability, with less reliance on cars, and healthier lifestyles across the West Midlands, supporting inclusive growth and enabling positive behaviour change.

Why? The Commonwealth Games has the potential to generate significant benefits – we want to maximise them and make sure they are long lasting, so that the region benefits for years to come.

Access for all

What? The provision of socially inclusive, seamless, affordable and accessible transport across all modes.

Why? So that everyone is able to equally participate in, and enjoy, the experience of the Games.



4.4 Roles and responsibilities

The Birmingham 2022 Commonwealth Games events will be staged across Birmingham, the West Midlands and beyond, with events in Staffordshire, Warwickshire and London. The Games will bring together a range of partners working collaboratively as one team, operating one transport network. Roles and responsibilities have been established between existing local and regional transport authorities and Birmingham 2022. This is to ensure clarity and accountability where appropriate. In summary:

- Birmingham 2022, an arm's length body of the Department for Digital, Culture, Media and Sport, established for the purpose of organising and delivering the Games, is responsible for the delivery of transport for Athletes, officials, media and Games Family and for managing the transport operation upon arrival and departure at venues;
- TfWM, its constituent authorities including Birmingham City Council, alongside Staffordshire, Warwickshire and Transport for London will provide and facilitate transport services for the Games workforce and volunteers, spectators, and everyday users, such as local residents, commuters and businesses. Responsibilities will vary between authorities and include delivering infrastructure improvements to provide additional capacity, encouraging the use of sustainable transport, and implementing measures to manage traffic;

- Central Government, in particular the Department for Transport and the Department for Digital, Culture, Media and Sport will provide oversight of Games preparations;
- Network Rail and Highways England, who own the rail infrastructure and motorway network respectively, are responsible for ensuring these networks can cope with additional demand and that they are managed effectively, in cooperation with local transport authorities;
- Transport operators will deliver services that are efficient and reliable; and
- West Midlands Police and emergency services will ensure the Games are safe and secure, and that incidents are responded to swiftly.

Planning for the Games is supported by a governance structure that ensures relevant partners are involved in decision-making, that they have sufficient oversight of all activities required to deliver a successful Games, and that information is readily shared across the partnership. The partners will oversee a clearly defined programme of activity required to deliver transport services for the Games.



5. TRANSPORT DURING THE GAMES

5.1 The transport offer

A range of measures will be used to meet the transport demand during the Games. In order to deliver these, and in a demonstration of exemplary partnership and strength of commitment to the region, the Games will be jointly funded by the public and private sectors. To enable the Games to be hosted in the West Midlands, central Government is providing significant new investment in the region alongside local investment supplied by local government and Local Enterprise Partnerships. This commitment of investment ensures the Games is affordable and deliverable within agreed budgets.

In determining the detailed measures that are required, we will look both at the network as a whole and at the transport needs of each individual venue. In terms of the network as a whole, some of the measures outlined in this plan will help local residents continue about their daily lives, supporting the Games by keeping the region moving. Many, though, will specifically serve Games events. All competition venues will be accessible by public transport and clear wayfinding and signage will be provided. The transport services at venues will be

shaped by a number of factors, including the location of the venue, the need for a security perimeter and any temporary arrangements for the Games.

5.2 Infrastructure

We are investing in a number of infrastructure projects that, subject to due process, we want to deliver in time for the Games in order to help meet the increased demand. We are working collaboratively to manage the delivery of these projects and to mitigate their impact during construction.

New Sprint Bus Rapid Transit schemes

The West Midlands is committed to delivering seven Sprint routes as part of an Integrated Transport System and will deliver the first phase of three of these routes in time for 2022 to serve competition venues:

- A34 Birmingham to Walsall, with the first phase supporting connectivity with Alexander Stadium;
- A45 Birmingham to Birmingham International Airport and Solihull, with the first phase supporting connectivity with NEC (National Exhibition Centre); and
- The first phase of the scheme on the A38 North from Birmingham to Sutton Coldfield – the first phase will see measures providing improved priority to existing bus services to deliver reliable journey times.

Improvements to the West Midlands Metro

By 2022, the Metro⁷ will have been extended to Centenary Square, Five Ways and Edgbaston, supporting operations during the Games, particularly for local spectator and commuter movements. In 2020, TfWM will commence passenger services to

⁷ <https://www.tfwm.org.uk/development/midland-metro-extensions>



Wolverhampton station as part of the Wolverhampton Interchange Programme completing a new train, tram and bus interchange improving links between Birmingham and the Black Country.

Rail station improvements

A number of improvements are planned in time for the Games:

- University station is planned to be improved to increase its capacity and enhance the overall passenger experience. During the Games, the station will support events at the University of Birmingham;
- Perry Barr station will become a key public transport interchange during the Games. It will be enhanced to improve the passenger experience,



providing access to both the Commonwealth Games Village and Alexander Stadium;

- Coventry rail station masterplan aims to improve the station's capacity and accessibility in time for the 2021 City of Culture and consequently for the Games; and

Cycle improvements

Birmingham's cycle network has recently undergone a transformation under the 'Birmingham Cycle Revolution'⁸ with 80km of canal towpaths, green routes and off-road routes being created or refurbished. Further improvements for the region in time for the Games that are currently being delivered include:

- New segregated cycleway along the A34 that will improve access to venues such as Alexander Stadium and city centre venues;
- New segregated cycleway along the A38 connecting the city centre to and from

University of Birmingham, which will host hockey and squash events; and

- The West Midlands bike share scheme.

Road

Improvements to the region's highways will support the operation of public transport services by enhancing the road network's capacity and efficiency.

- West Midlands Key Route Network (KRN): The KRN is over 600km of key highways across the West Midlands that carries approximately 50% of all road traffic – it therefore plays an important role in the region. The way in which this network is managed will be enhanced to improve traffic flows and minimise congestion. We will examine what improvements on these routes can be delivered in time for the Games, this may include measures to support road safety, local maintenance programmes, improvements to traffic signal technology and physical changes to the highways such as junction improvements;
- M6 junction 10: Highways England and Walsall Council are delivering long term improvements to the junction to reduce congestion and traffic delays, to help keep the region moving;
- Perry Barr: As part of the regeneration of the Perry Barr area, proposed changes to the existing highway layout will improve the area for pedestrians, cyclists and public transport for the Games and the future, as well as open up potential development sites in the local area.

5.3 Provision of additional temporary capacity

Additional infrastructure will be vital in supporting the Games, but in itself will not be enough to meet the extra demand. Additional temporary services will need to be provided.

Rail

Birmingham has an extensive rail network connecting the region locally and with the rest of the country. The majority of competition venues are located within walking distance of a rail station, with frequent connections to the city centre stations. The rail network will play a pivotal role in the mass movement of spectators, workforce and volunteers during the Games.

The West Midlands Rail franchise will herald nearly £1 billion of investment in services on the West Midlands route. This will mean more space on trains, more frequent services and better facilities for passengers. By 2022, customers will be able to enjoy a fleet of brand new and refurbished trains serving the region, taking advantage of recent enhancements such as electrification of the rail line to Rugeley. Improved passenger information and accessibility standards, more services at weekends and evenings, flexible ticketing for part-time workers, better compensation, free Wi-Fi, station upgrades and – subject to further feasibility work – brand new stations, will all contribute to a significantly enhanced passenger experience across the entire network. These services will better connect the residents of the West Midlands and will serve visitors during the Games.

We will work with Network Rail who own, maintain and operate the track and signals across Britain's railways to ensure timetabled engineering works aren't scheduled during the Games. Alongside central government and the West Midlands Rail Executive (responsible for managing the West Midlands franchise), we will also work closely with station operators and train operating companies to understand the potential for providing extra temporary capacity and connectivity to accommodate the increase in passenger numbers during the Games – this may be achieved with more frequent services, longer trains with more carriages, or extended operational hours so trains begin earlier in the morning or continue running later at night. We will work to ensure that passengers experience the most reliable and efficient service possible.

Sprint

During the Games, Sprint services will be designed to help manage the increase in demand for travel. For example, services may run more frequently, and may start earlier or finish later than would normally be the case. The services will be tailored to the competition schedule when it is finalised, so that

spectators, workforce and volunteers can get to events on time and leave promptly once they are finished.



Bus

Through the West Midlands Bus Alliance, we will work together to understand the potential for increasing public transport capacity along key corridors. This could include increasing the frequency, capacity or extending the operating times of local bus services to deal with additional spectator, workforce and volunteer demand. Some temporary route diversions may be implemented and some bus stops may be relocated to improve access and safety around the venues and transport hubs. We will work closely with the bus operators to provide the best possible service for local residents, businesses, spectators, the workforce and volunteers.



Park & Ride

Due to Birmingham's location at the heart of the motorway network, it is expected that a significant number of spectators travelling from across the UK will do so by car. In order to promote sustainable travel and to minimise congestion in city centre locations and around venues, Park & Ride sites will be strategically located to provide an option for car drivers to park and complete their journey using bus shuttle services, public transport, or by walking or cycling. These sites will be identified as part of operational planning, and we will consider a range of new, existing, temporary and permanent options.

Bus shuttles

Dedicated bus shuttles will be provided not only from Park & Ride sites, but also from key transport hubs to and from competition venues. The services will be tailored to the competition schedule when it is finalised, so that spectators, workforce and volunteers can get to events on time and leave promptly once they are finished.

Complementary services

There are a number of services that will complement the public transport offer. This includes Rideshare, taxis and private hire vehicles, coaches for group travel, car clubs as well as Ring and Ride services and community transport operations to assist people with accessibility needs. We will work with operators to explore how these services can support the Games and examine the potential for dedicated areas that may be required around venues and transport hubs.



Aviation

As the official point of arrival for overseas visitors, Birmingham Airport will play an important role in arrivals and departures. It will welcome to the region both international and domestic visitors, as well as Games Family and spectators. With thousands of athletes and their equipment arriving before the Games, close working will take place with Birmingham Airport and other key airports, such as Heathrow, to make the necessary preparations.

Athletes, officials, media and Games Family services

Given the nature and profile of the Commonwealth Games, there are additional security considerations for the Athletes, officials, media and Games Family. In order for the Games to take place and for the events to be successful, dedicated services will transport Athletes and Games Family to and from venues safely and efficiently. The services will use a mix of bus services, minivans and cars. Vehicles will be electric where feasible. All vehicles will meet the air quality standards prescribed in Birmingham's Clean Air Zone as a minimum.

5.4 Effective use of the network

Managing journeys

We will be using a broad suite of measures to manage travel demand in order to make best use of the transport network.

We will encourage people to use public transport by providing a range of attractive options.

Walking routes to competition venues will be safe and clearly signed. Where possible, cycle parking will be provided around venues.

We will dissuade people from traveling by car by restricting vehicles from accessing venues and parking nearby whilst still maintaining parking at venues for Blue Badge holders.

We will make public transport easy by making the most of transport hubs.

Ticketing will play an important role. Travel information will be provided when tickets are sent to spectators, to help them plan their journeys in advance. There will be a range of easy to use payments options for transport. Swift – the largest smartcard scheme in



the UK outside London – will provide easy access to a range of modes throughout the West Midlands, bringing together different modes as part of an integrated network. Swift already provides easy access to all buses, trains and trams throughout the region and there are plans to expand its coverage. Before, during and after the Games, we will seek to make the most of the opportunities provided by Swift to encourage use of public transport.

We will work with businesses and communities so that they are properly informed of the Games activity and to support those who wish to change the time of their journey, share with a friend or colleague, leave the car at home, use a different route or not to travel at all.

A comprehensive information and communications campaign will be central to all of this work. In the run up to the Games, we will be providing clear information to ensure everyday users understand the changes that are expected on the transport network during the Games and the travel options that will be available. During the Games we will be providing accurate, up to date information to inform transport choices that best meet the needs of customers and make the best use of the transport network. The detail of the campaign will be worked up as part of operational planning, but we are committed to using a variety of accessible communication methods and channels to achieve as broad a reach as possible.

Resilience and safety

Regional Transport Coordination Centre

It is vital that organisations work closely together

in order to effectively manage and resolve any incidents or disruptions to the transport network.

The West Midlands Regional Transport Coordination Centre (RTCC) will provide permanent regional coordination of transport networks and services to help local authorities, emergency services and transport agencies and operators provide reliable, resilient and integrated transport services. This will enable coordinated monitoring, rapid communication, swift decision making and a joined up response to issues. This cooperation will allow partners to make best use of the network, managing it in an integrated way that maximises the efficient movement of goods and people.

The introduction of the RTCC will not change any of these partners' existing transport or network management responsibilities or obligations. Instead, it will provide a coordination role which will help each partner manage its transport networks and services as part of a regionally-integrated system.

The RTCC will be operational at the end of 2019 and will play an important role during the Games, bringing together key partners.

The RTCC will facilitate access to accurate real time information which will help deliver better information for customers through our communications campaign, enabling residents, businesses and spectators to plan their journeys during the Games.



Safety

The West Midlands is already home to the Safer Travel Partnership – a unique collaboration between TfWM, the West Midlands Police and the British Transport Police, who work together to prevent and tackle crime, anti-social behaviour and nuisance behaviour on the transport network. The Partnership works alongside

operators, to provide advice, guidance and support to users of the public transport network and to act as a single point of contact for reporting incidents. During the Games, it will keep the transport network safe and secure as well as assisting in providing resource and intelligence at key event locations. Alongside partner initiatives such as Network Rail's "Everyone Home Safe Every Day", this highly valued partnership work is an important part of our strategy to deliver safe and secure transport services during the Games.

Testing and readiness

As part of preparations for the Games, exercises will be carried out to test that the systems and structures work effectively and update arrangements appropriately.

Games Routes

The roads that link competition and key non-competition venues will be regularly used to transport Athletes, officials, media and Games Family. They will also be used for some dedicated official spectator services from key transport hubs to competition venues. These key roads are known as the Games Routes. Some measures may be required on these roads to provide reliable journeys for Athletes, officials, media and Games Family so that events take place on time.

It will always be our aim to ensure these roads are still available for use by the public, but on certain days in specific instances some temporary restrictions are likely to be required to ensure travel is safe, secure, reliable and efficient.

The Games Routes are expected to see periods of intense use followed by quieter periods, depending on the competition schedule. As we build our understanding of what the transport needs will be, we can consider what measures may be implemented on these roads to manage traffic in order to ensure reliable and consistent journey times. These measures will improve the management and resilience of the network, no new major infrastructure changes are foreseen. Such measures may include: temporary kerbside restrictions; junction improvements; traffic signal improvements; event-specific signage and messaging; bus priority measures; temporary road closures and temporary suspensions of

parking, bus stops, turns, and crossings.

There may also be a need to include short sections of road where access is restricted to Games traffic only to support transport operations. This will be kept to a minimum.

More information on these measures will be made available in the run up to the Games in 2022. Any measures that are put in place will be done to make sure the Games happen whilst minimising disruption for everyday transport users. Identifying the necessary measures will take place in close collaboration with relevant transport partners and clearly communicated to everyday users of the transport network.

5.5 Access for all

We are committed to delivering a transport system that is accessible to all, ensuring that everyone is able to participate in and enjoy the experience of the Games. This does not mean that the services will be delivered in an identical way; but the experience should feel comparable. This applies equally to spectators, workforce and volunteers as it does to Athletes and Games Family.

To achieve this, transport services will be designed and developed according to national and international best practice inclusive design principles and standards, and in consultation and partnership with local equality and disability groups.

Journey information will be provided across a range of accessible formats and communicated early on through targeted information campaigns, and staff will be on hand to assist travellers with access needs.



Every venue will be served by accessible transport:

- clearly signposted accessible walking and cycling routes to venues and around the city will be made available;
- existing transport services to venues will be accessible where possible;
- new transport infrastructure and services required for the Games will be designed to be fully accessible to all users;
- every venue will provide a number of Blue Badge parking spaces, bookable in advance; and
- for persons with specific accessibility requirements, and; accessible bus shuttle services will be provided from key transport hubs and Park & Ride sites.

We will identify and address the individual transport challenges of each venue and develop tailored plans and services, putting effective solutions in place.

Our approach to accessibility will consider all key major disabilities. We will deliver a range of accessible transport, enabling all transport users to travel independently and with confidence.

We will work in conjunction with all relevant authorities and transport operators to maximise use of the existing accessible travel network and to provide supplementary accessible transport services that may be required to fill any gaps.

To ensure our transport measures are truly inclusive, as we move to operational planning we will be engaging with stakeholders, such as disability groups, to understand the different needs that we must factor in to our planning and design processes.



6. ROAD EVENTS

6.1 The events

In addition to events held at dedicated competition venues, there will be a number of events that take place on our roads. Road events can be a great opportunity for the region to showcase its greatest landmarks and a fantastic chance for spectators to get close to the action, which can often take place close to home without the need for a ticket. There will be four road events:

- Cycle Road Race - Athletes compete together in a road race;
- Cycle Time Trial - Athletes compete against the clock around a closed circuit, with short intervals between their start times;
- Triathlon - As part of the Triathlon, elements (for example cycling) will be completed on a road circuit; and
- Marathon - Athletes will compete together around a closed course that is 26.2 miles long.

In addition, although not a competition event, the Queen's Baton Relay will see the baton travelling on its journey to the West Midlands for the Opening Ceremony to mark the start of the Games.

6.2 Planning the events

Work will be undertaken to select and design the courses, which must meet certain criteria set by the relevant International Federation, as well as providing an opportunity to showcase the most attractive landmarks in the region. Partners will aim to minimise disruption to everyday roads users by selecting dates and times when there are fewer people using the roads.

Detailed design of the courses will identify which roads will be closed, where crossings will be required and where spectators will be located. Transport partners will work closely together to help shape the design, to plan appropriate transport for the event, to minimise the impact of the event on the Games Routes and everyday users of the transport network and to ensure that information is clearly communicated to the public in order to inform journey planning.

Transport operational planning will take into consideration the event, the likely number of ticketed and un-ticketed spectators, other events taking place in the region at the same time, the need to maintain crucial city and town operations and the requirements to maintain access to properties in the vicinity of the course, as well as access for emergency services.

To allow these events to be set up and run safely, it will be necessary to temporarily restrict traffic on roads required for the event. Potential transport impacts on local areas may include: temporary road closures; temporary parking suspensions; and short term changes to public transport services.

A communication and engagement campaign will take place to share information with those likely to be affected by the events.



7. LONG TERM BENEFITS

7.1 The Games as a catalyst

Creating benefits that last long after the closing ceremony is a key objective of the Games, helping to deliver the region's long term ambition for a healthier, happier, better connected and more prosperous region.

The West Midlands is expected to see growth that will bring an additional 1.2million journeys on the transport network every day by 2035, with an expected 34% increase in the total number of kilometres driven by cars. In order to accommodate this increase, and to manage the investment and construction taking place in the region, the West Midlands must make improvements in managing demand as well as in capacity and efficiency, providing sustainable transport that promotes healthy and active lifestyles and supports inclusive growth⁹. There is a clear set of policies and delivery priorities set out in the region's strategies¹⁰ and supporting plans¹¹. We will use of the Games as a catalyst for bringing about and accelerating that change, to help deliver those priorities, benefitting residents and businesses for years to come.

The improvements to infrastructure, extra capacity and additional connectivity will benefit local people for decades, better connecting more people to employment and education opportunities. Investment is being accelerated to deliver enhancements in time for the Games, meaning residents will benefit from schemes earlier. Plans are being brought forward to accelerate the long term transformation of Perry Barr which will see improvements in the highway design,

rail station and bus station, supporting up to 5,000 new homes in the area. The University rail station upgrade will facilitate further development plans in the area – there are already 25,000 jobs within walking distance of the station. The early delivery of the first phase of key Sprint routes will support future development around Birmingham Airport, the new HS2 station and major employment sites, as well as new homes at Perry Barr. The extension of the Metro and segregated cycleways will be available for use before, during and after the Games, supporting the region's aspirations to improve sustainable travel options and to get more people active.



⁹ <https://www.wmca.org.uk/what-we-do/public-service-reform/inclusive-growth-unit/> and <https://www.wmca.org.uk/media/1865/wm-on-the-move-strategy.pdf>

¹⁰ <https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf> and https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/498/birmingham_connected

¹¹ <https://www.tfwm.org.uk/media/2539/2026-delivery-plan-for-transport.pdf> and <https://www.tfwm.org.uk/media/2917/congestion-management-plan.pdf>

7.2 A better connected region

We will be encouraging people to use the transport network in a different way – to use more sustainable modes and to use the network more efficiently. Improvements to journey time reliability and a range of easy to use payment options will make public transport the most attractive option. Innovation, closer partnership working and improvements in our ability to both gather and share real time data will help bring together different modes as one transport network. Residents will have accurate, up to date information that will enable them to make informed choices about their journeys and travel flexibly.

This step change in service provision, combined with the need to change travel behaviours not only during the Games but also in response to the huge programme of investment taking place, could lead to a change in transport use not seen before in the West Midlands.

The region is already establishing itself as a leader in the uptake of zero and ultra low emission vehicles. The Games provides a platform to further develop and raise awareness of such solutions, and to help tackle poor air quality and to reduce greenhouse gas emissions.

In driving a shift to clean transport, the Games has the potential to deliver long-lasting behaviour change with the associated benefits of reduced congestion, improved health and wellbeing, and cleaner air. Providing residents and visitors with a positive public transport experience will be key to ensuring that the increase in sustainable travel during the Games is maintained for years afterwards.

This investment is not just for the benefit of the Games, but for a better connected region long after the Closing Ceremony.



8. NEXT STEPS

Preparing for the Games takes a number of years – we are at the beginning of this process.

This plan sets out our approach to transport planning and we are asking for feedback on it in 2019. Comments will be used to inform operational planning. In 2020 we will report on comments received and review whether any changes require an updated plan to be produced.

The plan will guide operational planning over the coming years. Exact details of how transport operations will work at venues and how it will affect specific areas will be finalised in 2022.

There will be an ongoing programme of engagement where we will seek the views of residents, businesses, local elected officials,

local authorities and our partner agencies. As the operational planning progresses, we will be working closely with our local authority partners to ensure local and regional knowledge is embedded in our decision making.

This will be undertaken in conjunction with wider Commonwealth Games stakeholder or residents meetings, traditional and digital channels with updates provided on the Birmingham 2022 website.

We are committed to engaging with communities who could be affected by the operational details in 2022, prior to the Games.

Further detailed information will be made available on the Birmingham 2022 website.

Key transport milestones



9. GLOSSARY

Term	Definition
Birmingham 2022	Birmingham 2022 Organising Committee established for the purpose of organising and delivering the Games
CGA	Commonwealth Games Associations, officials from the 71 nations and territories supporting athletes and coaches
CGF	Commonwealth Games Federation
Transport Hub	Transport hubs are places where large numbers of people use services. For example, rail stations, bus stations, Park & Ride sites.
IF	International Federations - international non-governmental organisations responsible for administering one or more sports at world level.
KRN	Key Route Network. This is over 600km network of key highways across the West Midlands that carries approximately 50% of all road traffic in the region.
Live Site	Designated public areas where members of the public can watch events on big screens.
RTCC	Regional Transport Coordination Centre. Regional coordination of transport networks and services to help local authorities, emergency services and transport agencies and operators provide more reliable, resilient and integrated transport services to residents, businesses, spectators and the Athletes and Games Family.
Sprint	Sprint is a bus rapid transit system; it is a limited stop service with dedicated bus lanes which will provide priority for public transport through areas of congestion, making journey times more dependable for passengers.
Swift	Swift is the largest smartcard scheme in the UK outside London. It enables card holders to access a range of modes across the West Midlands.
TfWM	Transport for the West Midlands, the transport arm of the West Midlands Combined Authority
WMCA	West Midlands Combined Authority. Established in 2016, it is a strategic authority with powers over transport, economic development and regeneration.

10. ENGAGEMENT

10.1 Tell us what you think

This document is accompanied by a questionnaire, which can be provided in hard copy or found at tfwm.org.uk/B2022transport

Comments may be submitted in writing to customerservices@tfwm.org.uk

or Customer Services, 16 Summer Lane, Birmingham, B19 3SD or online.

Accessible formats are available upon request.

10.2 Data protection

Under the Data Protection Act, we have a legal duty to protect any information we collect from you. When you submit information to us, it is treated in confidence and in accordance with data protection principles.

We will use your personal information for a number of purposes including the following:

- To record accurately and analyse any questions you raise or feedback you have provided in response to this engagement;
- To report on our engagement, setting out what issues have been raised and how we have responded to that feedback (individuals will not be identified in any such reports).

Information from which you can be identified will only be used by us, our agents and service providers, and will not be disclosed or shared unless we are obliged or permitted by law to do so.

We will share information you provide with partners such as Birmingham City Council and Birmingham 2022 who are working with us to develop transport planning for the Birmingham 2022 Commonwealth Games.

The lawful justifications for collecting and using your personal information are that it is necessary in the public interest and also for our legitimate interests, to ensure the engagement process, analysis and reporting are accurate and informative, and carried out fairly and lawfully.

For more information about what we do with personal information please see our privacy notice.

10.3 What happens next?

Comments will be used to inform any future versions of this Plan and our operational planning. In 2020 we will report on comments received and then provide an updated version of the Games Strategic Transport Plan, if necessary.

Further information on future engagement will be made available on Birmingham 2022 website as operational planning progresses.



Transport for
West Midlands

tfwm.org.uk/B2022transport



Strategic Economic Development Board Meeting

Wednesday 8 May 2019 at 10.00am

Minutes

Members

Coventry & Warwickshire LEP
Black Country LEP
Dudley Metropolitan Borough Council
Greater Birmingham & Solihull LEP
North Warwickshire Borough Council
Solihull Metropolitan Borough Council
Warwickshire County Council

Jonathan Browning
Stewart Towe
Councillor Khurshid Ahmed
Tim Pile
Councillor David Humphreys
Councillor Ian Courts
Councillor Izzi Seccombe

Officers in Attendance

Black Country LEP
Black Country LEP
Coventry & Warwickshire LEP
Greater Birmingham & Solihull LEP
West Midlands Combined Authority
West Midlands Combined Authority
West Midlands Combined Authority
West Midlands Combined Authority
West Midlands Growth Company

Sarah Middleton
Delma Dwight
Paula Deas
Paul Edwards
Julia Goldsworthy
Ian Martin
Rebecca Riley
Patrick White
Roger Mendonca

**Item
No.**

40. Apologies for absence

Apologies for absence were received from Councillors Matthew Dormer, George Duggins, Paul Moore and John Reynolds and Matthew Hammond, and Graham Wynn.

41. Notes of the Strategic Economic Plan Board Meeting held 6 March 2019

Resolved:

That the notes of the meeting held on the 6 March 2019 be approved as an accurate record.

42. SED Board Tracker Log

Resolved:

That the SED Board Tracker Log be noted.

43. Forward Plan

Roger Mendonca advised that the West Midlands Growth Company forward plan for Board meetings identified future items that would be relevant for consideration by the SED Board. He advised that he would work with the SED Board secretariat to populate the Forward Plan.

Resolved:

That the Forward Plan be noted.

Economic Growth Portfolio

44. Local Industrial Strategy (LIS)

Julia Goldsworthy advised that the launch of the WM LIS was provisionally scheduled for 16 May 2019 and would be confirmed within the next 24 hours.

The Chair reminded Members the document had yet to be published and remained confidential until the launch.

Patrick White advised that the LIS was to be used to improve life for local residents and the economy of the West Midlands. Currently Government had advised that the proposals within the LIS would need to be delivered in budget. However, there was the Spending Review to be considered.

He highlighted that the aim from the LIS session was get the SED Board's views on the initial thinking on Local Industrial Strategy implementation, building on the SEP, specifically:

- Implementation Principles and overall approach, including Governance.

- Approach to Strategic Opportunities, Foundations and Sectors
- Process for developing funding bids for major projects and programmes in the strategy
- Seeks delegated authority for officers to develop initial pipeline of project and programmes and funding requirements.
- Timetable

“Overall approach – taking the new opportunities, unlocking existing and emerging barriers”, the question for the Board was “Do you agree this overall approach to implementation, addressing the strategic opportunities, sectors and the foundations of productivity and with a clear focus on a more inclusive economy.”

Stewart Towe referenced that some changes had not been picked up and highlighted that if Members were asked for their comments then they should have been captured in the revised document. The reference was to Major Market Opportunities” should read “Major New Market Opportunities”. It was noted that this would be included.

Councillor Ian Courts referenced the top hierarchy – Smart City, Health and Life Sciences; Modern services and business, professional and financial services; and Creative content, techniques and technologies – and stated that there the sector strengths were potentially not comprehensive. The Chair advised that the document was a “point in time” and would evolve, especially when new opportunities were identified.

Tim Pile noted the visual hierarchies with the four strategic opportunities and commented that there were fundamental economics around the sectors identified. He stated that it should be ensured that the balance around the mix of sectors needed to be right and identify current opportunities and unlock future opportunities. In regard to the sectors identified he felt it covered 99% of the existing economy.

Councillor Izzi Knowles reflected on the audience for the document. She welcomed the aspirational and opportunities with the document but that it also need to be clear to provide for the existing base and that there needed to be a consideration of the skills base to meet the aspirations.

“Parameters and Principles” – the question for the Board was “Are these the right principles?”

It was noted that the Delivery Principles only went up to 2019 as currently funding passed 2020 was not known.

Tim Pile advised that there needed to be clarity on revenue and capital, that is that Projects were capital and Programmes were revenue.

Councillor Ian Courts commented that there were no references to HS2 or the “Devo Deals”. The Chair asked that these be incorporated into the document.

Sarah Middleton advised that the pipeline of projects should not solely be the “big ticket” items but those that had impact.

Councillor Izzi Seccombe referenced “Inclusive Growth” and stated that should be an objective rather than a principle. It was suggested that it could be shown in existing projects such as HS2.

The Chair asked if there was a defined set of metrics to measure inclusivity and Patrick White confirmed there would be through the economy to include access to jobs.

Strategic Opportunities

The Strategic Opportunities would work through four “business led” Task and Finish Groups and the sector plans would dovetail into these.

The Chair suggested that initially one of the four groups should be established to pilot how the Task & Finish Group would undertake their remit.

Sectors

Within Sectors, it was noted that a Rail Sector action plan should be added and agreed that this would appear under Future Mobility.

Next Steps

The meeting was advised that the proposed implementation would be circulated to Members for comment between 10 and 20 June 2019, and, subject to Chair, would either be done via e-mail, telephone conference or a meeting.

Resolved:

- (1) That the Board note the update;
- (2) That the comments of the Board be fed into the LIS document; and
- (3) That the Board be circulated with a final draft of the LIS and any further comments be submitted direct to the WMCA LIS Team.

45. WMCA – State of the Region (Draft)

Rebecca Riley and Delma Dwight provide an overview of the State of the Region and Julia Goldsworthy advised that this would be submitted to the WMCA AGM Board meeting.

Rebecca Riley advised the WM LIS provided a performance management framework for the region and the key would be to identify which outcomes the LIS should tackle initially as it could not be all.

It was suggested that apprenticeships would provide a good example, plus business births and healthy life expectancy.

Cllr. Izzi Seccombe stated that there should be an awareness of what other WMCA boards were doing, as healthy outcomes would be under the Wellbeing Board.

Tim Pile suggested that there should be a focus across a few areas to include the “RAG” rated green, orange and red. In regard to data periods he requested that the year be included.

Roger Mendonca stated noted the comparison with the UK average and suggested that there should be wider consideration of international competitors, such as Frankfurt. The Chair concurred with the view but stated that London should be excluded from UK comparisons and global comparisons should be added.

Resolved:

That a further report be submitted to the next meeting.

46. Brexit Commission

Julia Goldsworthy highlighted that a monthly update was discussed with Citi-REDI and agreed to circulate to Members.

It was noted that the Mayor had raised concerns with Government in February in regard to emergency arrangements in the event of a “No-deal” Brexit and his office were chasing a response.

Resolved:

That the Board note the update; and

- (1) That the monthly update referenced above be circulated to members of the Board.

47. Spending Review

Julia Goldsworthy advised that there were three pillars to the review – Local Industrial Strategy, Public Services and the Funding Framework to support delivery. She asked if members could advise on any gaps.

The Chair noted that there was a lot of information to process and asked Board Members to feed any gaps back through to Julia Goldsworthy.

Councillor Izzi Seccombe referenced HS2 and commented that if there were two pots then it would be useful to have both. Julia Goldsworthy advised that for the Spending Review HS2 required consideration of: -

- a) Investment already secured.
- b) Risks of future investment.
- c) Refresh of economic benefit.
- d) How connected into broader propositions.

Resolved:

- (1) That the comments be noted; and
- (2) That Board Members feed any observed gaps back to the WMCA team.

48. Innovation Board

It was noted that the minutes of the Innovation Board held on 7 March 2019, were submitted for information. The Innovation Board agreed to support the proposal to develop a West Midlands Innovation Programme, subject to a number of changes which were documented in the minutes, and delegated responsibility for managing those changes to Patrick White, WMCA Director of Industrial Strategy.

The Innovation Board also agreed to develop an Innovation Framework to articulate a plan for supporting innovation in the region and which could form part of an implementation plan for delivering the West Midlands Local Industrial Strategy. The Framework would be developed to a timetable that allowed it to be submitted to the SED Board for feedback and approval over the summer.

Additional priorities for the Innovation Board through the year would include enhancing business leadership on the Board and facilitating collaborative bids for national funding opportunities, for example, to the UKRI Strength in Places fund which will open soon.

With regards to keeping a connection with the Innovation Board, the Chair asked that Mike Wright, Chairman of the West Midlands Innovation Board be given an open invitation to the Board.

Resolved:

That the Board confirm the support in principle to the Innovation Board for the proposal to establish a West Midlands Innovation Programme, subject to satisfactory revisions in line with feedback on the focus of the programme and its governance lines, ensuring that the Innovation Board had a core role in steering the development of the programme.

49. Investment Programme

Ian Martin, recently appointed Director of Investment for the WMCA was in attendance to present the Investment Dashboard. He advised that the programme was to set priorities but that the lack of a precept had impacted on how the WMCA could bring forward. He stated that consideration would be given to things the WMCA would like to do and to address gaps, such as the East Birmingham to Solihull tram. He acknowledged the cross over between the Investment Programme and the SED Board and would seek greater integration.

The Chair welcomed the comments and stated that he would wish to see programmes receiving funding that were aligned to the LIS and asked that this be incorporated into the future pipeline.

Tim Pile queried “approved commitments” and “not approved commitments” and asked for clarification. Julia Goldsworthy advised that the programme was overcommitted and advised that the original list had aligned with the strategic economic plan. However other organisations had come forward with proposals which had impacted on the pipeline.

In looking to close the gap or change the sequence of projects, Ian Martin agreed to take this up with local authority Chief Executives and Finance Directors.

Resolved:

That the Board note the update.

50. Date of Next Meeting

It was noted that the next scheduled meeting was to be held on 24 July 2019, however

Resolved:

- (1) That the Chair identify a new date in June and a revised date in July for the next two meetings of the Board;
- (2) That the remainder of dates for the 2019/20 meeting schedule be approved:

5 September 2019 (10.00am); 20 November 2019 (2.00pm); 8 January 2019 (2.00pm); 18 March 2019 (10.00am); and 20 May 2019 (10.00am)

The meeting closed at 12.00pm

Chair

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Strategic Economic Development Board Meeting

Monday 8 July 2019 at 1.30pm

Notes

Members

Coventry & Warwickshire LEP
Black Country LEP
Cabinet Portfolio - Economy &
Innovation
City of Wolverhampton
Dudley Metropolitan Borough Council
Solihull Metropolitan Borough Council
Warwickshire County Council
West Midlands Combined Authority
Deputy Mayor

Jonathan Browning
Lindsey Flynn

Councillor Ian Brookfield
Councillor Harman Banger
Councillor Ian Kettle
Councillor Ian Courts
Councillor Izzi Seccombe

Councillor Bob Sleigh

Officers in Attendance

Black Country LEP
Coventry & Warwickshire LEP
Coventry & Warwickshire LEP
City of Wolverhampton
Greater Birmingham & Solihull LEP
West Midlands Combined Authority
Energy Capital
Zanna Creative

Sarah Middleton
Paula Deas
Kate Hughes
Richard Lawrence
Paul Edwards
Julia Goldsworthy
Matthew Rhodes
Suzie Norton

**Item
No.**

1. Apologies for absence

Apologies for absence were received from Councillors George Duggins, Bob Lloyd and Ian Ward and Stuart Croft, Matthew Hammond, Tim Pile and Stewart Towe.

2. Chairs comments

The Chair asked that going forward, when presentations were to be submitted that a covering note be included in the Agenda, providing an overview of the presentation and what the Board were being asked to consider and, if necessary, approve.

With reference to the Innovation Group, Energy Capital Group and other bodies, the Chair asked the Executives to consider how the agenda should be structured and how these new bodies retained a connection with the Strategic Economic Development Board. He asked that a summary paper be presented to the next meeting.

Resolved:

1. That presentations being submitted to the Board, include a covering note to provide the background, the purpose and what the Board was being asked to approve, if a decision thereon was required.
2. That Executives provide a summary report to the next meeting detailing how each new relevant body being established to include the Innovation Board and Energy Capital Board would link into the WMCA SED Board, as they would be undertaking work pertinent to the LIS.

3. Declarations of Interest

No declarations were made.

4. Notes of the Strategic Economic Plan Board Meeting held 8 May 2019

The Chair referenced that "Councillor Izzi Knowles" referenced under paragraph 9, Note 44. Local Industrial Strategy (LIS), should read "Councillor Izzi Seccombe".

Resolved:

That the notes of the meeting held on the 8 May 2019, subject to the above amendment being incorporated, be approved as an accurate record.

5. SED Board Tracker Log

The Chair commented that the Tracker log required cleansing as a number of work items had now concluded.

Resolved:

That the SED Board Tracker Log be noted and the action identified undertaken.

6. Forward Plan

Resolved:

That the Forward Plan be noted.

7. Terms of Reference

The Chair referenced the Terms of Reference report and highlighted that the Board were being asked to include the Cabinet Portfolio Holder Economy and Innovation on the Board and to consider whether an increase in the Board to include an increase in Constituent authority membership from 3 members to 7. He commented that to maintain the effectiveness of the Board the membership should be kept to a smaller number and suggested that, where the relevant Cabinet Portfolio holder was also a constituent member then that authority would not have a place on the Board.

Councillor Ian Brookfield agreed with this approach and Councillor Ian Courts welcomed better representation for the Constituent authorities.

Resolved:

- 1) That the Board confirm the revised Terms of Reference in regard to Membership of the WMCA Cabinet Portfolio Economy and Innovation to the Board; and
- 2) That the Board agree to the proposed increase in Constituent Membership from 3 Members, representative of each LEP area to 7 Members, representing each Constituent Council, excepting that where the WMCA Cabinet Portfolio Economy and Innovation is a member of a constituent authority, that constituent authority does not have a place on the Board.

Economic & Innovation Portfolio

8. Local Industrial Strategy (LIS) – Implementation Plan

Paula Deas advised that each LEP was supporting the next phase of work on opportunity on behalf of the region. She advised that the strategy set out the headline opportunity and the major actions needed. An early priority was to develop a more detailed understanding of the opportunity and to ensure that the detailed actions being delivered under each Foundation would enable us to make the most of the opportunity:

Data driven life sciences

- New Cluster development programme being developed by GBS LEP, to include commercialisation and scale up support.
- Large scale bid for Science park being developed
- First meeting of commission / leadership group with Government being fixed for September

Future of Mobility

- New business leadership group being created, supported by C&WLEP and TfWM
- Next stage of future mobility zone funding proposition being developed.

Creative

- BC LEP supporting.
- Creative scale up pilot up and running
- Launched screen industry body

Modern Services

- Work underway to establish business leadership group and action plan.
- GBS LEP supporting.

In regard to sectors and foundations the meeting was advised that the 3 LEPs and CA team were working with Portfolio holders and the executive team to ensure that delivery of individual foundations was hard wired into the work of relevant CA boards and strategies, and to identify options for further investment and new or different actions.

It was noted that early funding priorities were being prepared for the spending review and for early discussions with Government, as part of the Brexit preparations. The meeting was advised that the next steps were to develop the implementation plan and progress a dashboard for the SE Board and Portfolio holder.

Sarah Middleton referenced the Creative content and creative technologies and advised that there was a need to incorporate inclusive growth and inclusive economies.

The Chair welcomed the continued engagement and advised that progress was not made quickly enough then officers would need to implicit what they required from the Board.

Councillor Ian Brookfield noted that a lot of infrastructure was in place and asked in regard to GBSLEP leading on two foundations, whether they had capacity. Paul Edwards advised that with regard to Life Sciences, they had an officer in place and highlighted that the GBSLEP had requested further support.

It was noted that the WM Growth Company had its business plan and there was a need ensure the priorities of the WM Growth Company were completely connected. Julia Goldsworthy advised that the Spending Review asks and the LIS would align with the Growth Company.

Councillor Ian Courts referenced “new opportunities” and highlighted that sectors were what the region was good at and thus the good work needed to be continued.

It was noted that more work was required to identify further industrial sites and employment land.

Resolved:

1. Note the plan to develop an integrated pipeline of strategic LIS programmes and projects, across 3 LEPs and the WMCA.
2. Note the plan to develop a list of strategic priorities for use with Government, in the run up to potential new funding opportunities in the Autumn, consistent with the wider LIS implementation plan.
3. Agree that each LEP will work across the West Midlands as a whole to lead work with specific sectors and to take forward the next stage of work on the 4 new opportunities, and that they and the WMCA will commit resource to doing so.

9. Brexit Commission

Julia Goldsworthy advised that there would be a change in the forecast impact if “no deal” became more likely.

She advised of the pooling funding made available to the WMCA and Local Authorities and the region was developing projects that would help improve the support available across the region.

These included:

- A free Brexit health check had been extended across the West Midlands – with the aim of accessing the 60% of businesses that had not undertaken any Brexit contingency preparations; and
- A series of workshops for LA officers to ensure they were able to signpost any businesses they engage with to the full range of support available in the region.

She advised that pooled funding was still available, and new proposals would continue to be worked up, with the next project currently in development being to build a consistent / aligned growth hub offer.

The Chair noted there was a need to crank up activity and was advised that the Economic Contingency Group would reconvene once the next Prime Minister was elected. The Chair stated that this group needed to get prepared and suggested that the group be re-established now.

Councillor Bob Sleigh stated that he was aware that air transport had been covered but asked what other arrangements were in place. Julia Goldsworthy advised there were a large volume of technical notes published but currently the WMCA did not have enough line of sight on these.

Paula Deas stated that it was important to get the message of support out to businesses regarding the offer of a “health check” regarding Brexit preparedness and marshal as many through the Growth Hubs’ support networks.

Resolved:

1. That the WMCA be advised that the Economic Contingency Group should be reconvened now; and
2. that a further report be submitted to the next meeting.

10. Spending Review

Julia Goldsworthy highlighted that Liz Truss at the Lords Economic Affairs Committee on 5 June had advised that the Government already had capital budgets for 2020-21, whilst there would be a need to set revenue budgets for 2020-21. Thus, a major spending review was unlikely.

She highlighted the key themes endorsed by Leaders: -

- Local Industrial Strategy delivery to support inclusive growth.
- A shared vision for public services.
- A Funding Framework that supports delivery.

Julia Goldsworthy advised of the consideration for the spending review, to include: -Public service reform; Local government finance; Brexit; and HS2. She also referenced the potential milestones, although these could change following the comments from Government.

Councillor Ian Courts highlighted HS2 and stated that this needed to be a priority for the region. It was noted that there needed to be an announcement on the Shared Prosperity Fund as there needed to be some continuity of funding.

The Chair suggested that in relation to HS2, Julia Goldsworthy discuss with leads how to manage as it represented such a big piece for the regional economy.

Reference was made to the LIS and it was noted that that the funding asks would go to the next meeting of the implementation group. She advised that the Chair of the Implementation would work with the Board and report through following discussions with the Chair and Ina Martin.

Councillor Bob Sleigh commented that much of the LIS was dependent on HS2 being delivered.

Resolved:

That the Board note and receive the update.

11. Energy Capital Update

Matthew Rhodes advised that local energy consumption was made up of 1/3 transport (either petrol or diesel), 1/3 housing and 1/3 industry. He advised that transport was currently independent of the Energy Capital remit.

It was noted that new housing built from 2025 would not have a gas supply.

Matthew Rhodes advised that being totally planned centrally was not fit for purpose and all, both commercial and domestic users were paying too much for their energy supplies. He advised that a clear strategic framework had been developed with a clarity of roles and responsibilities between WMCA, LEPs and LAs.

He advised the Board of the support he was seeking for the following four asks: -

- Power to designate Energy Innovation Zones and leverage global investment (£50M)
- Establish Regional Energy Infrastructure Commissioning Body (£4.2M)
- National Pilot for a new approach to tackling fuel poverty (ECO4) (£150M)
- Energy Systems Innovation Hubs (£127M)

There would be no need for “new” money as this “pitch”, for which there was industry support, could be accommodated from a reallocation of existing funds in the region.

Reference was made to reducing energy consumption and demand such as greater insulation of existing homes. Mathew Rhodes advised that in relation to fuel poverty work could be done with planning powers on homes, new developments could incorporate energy from waste solutions, that is electrify generating. He advised that given the increased required of 20% electricity consumption to accommodate electric vehicles there would be a need to incorporate charging points.

The Chair commented: -

- That prior to the CA such a large strategic issue was difficult to achieve;
- There were big numbers in the presentation and there was a need to ensure that the figures stood up to test and that everybody was in support; and
- Reference had been made to hydrogen and he trusted teams were working on this solution to continue the journey to zero carbon usage.

Councillor Ian Courts welcomed the promotion as a national pilot which was a good Segway to achieving the outcome.

advised that their existing track was very poor and to achieve their targets was becoming increasingly difficult. He stated that the proposal was to divert funds from existing companies and highlighted that this would equate to approximately £50m in the West Midlands annually and thus £150m over three years. He stated that there was a need to target the right homes and ensure that local supply chains were used to deliver the pilot.

Lindsey Flynn commented that this represented a clear line of sight with the LIS ambitions and provided a growth opportunity for the region.

Resolved:

1. That the SED Board recommend to the WMCA Board funding to support the definition and piloting of Energy Innovation Zones (EIZs) across the region. (£500k of revenue funding in 2019-20 followed by [£50M] to support establishment of the pilot EIZs from 2020-2023.
2. That the SED Board recommend to the WMCA Board funding to support establishment of a pilot Regional Energy Infrastructure Planning and Commissioning Body [£4.2M]. This covers two years' costs and will be covered from regional allocation of existing energy bill levies following a successful pilot.
3. That the SED Board recommend to the WMCA Board Government willingness to confirm to obligated energy suppliers that up to [£50M] of their annual fuel poverty obligations under ECO3 per year [total £150M] will be fulfilled if they contribute this amount of funding to a West Midlands-wide ECO4 Fuel Poverty pilot.
4. That the SED Board recommend to the WMCA Board the ring-fencing of [£180M] of innovation funding to support an innovation fund for the pilot EIZs and two national centres of excellence: an energy systems innovation centre at Tyseley led by the University of Birmingham and a national centre for housing refurbishment (energy, construction and digital skills) led by WMCU in the Black Country.

12. Screen Industry Body Update

Suzie Norton advised that the C4 bid had provided 3 opportunities: -

- It had brought together creatives from across the region.
- A huge amount of work had been done on the bid and there were projects that were “ready to go”.
- The cohort themselves had recognised the regional opportunities that existed for them.

She highlighted that the bid had developed a new approach, Taking Forward the West Midlands Screen Industry, with a vision and delivery model approved. The WMCA had appointed Ed Shedd, Deloitte - Managing Partner, North & South Europe Technology, Media & Telco (TMT) Practice, as Chair of the Screen Industry Body and she highlighted the work programme between July and September 2019. With regard to Board Membership the Body would welcome leads from other creative clusters from across the region.

Julia Goldsworthy advised that the C4 bid had identified regional opportunities that the WMCA would not want to lose.

Councillor Ian Brookfield welcomed that the Body would be industry led.

Resolved:

That the note and receive the update.

13. Date of Next Meeting

Resolved: that it be noted that the next meeting would be held on 5 September 2019.

The meeting closed at 3.05pm

Chair

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**West Midlands
Combined Authority**

Housing & Land Delivery Board

Monday 15 July 2019 at 10.00 am

Minutes

Present

Councillor Mike Bird (Chair)	Walsall Metropolitan Borough Council
Councillor Sharon Thompson	Birmingham City Council
Councillor Tariq Khan	Coventry City Council
Bill Blincoe	Coventry and Warwickshire LEP
Marc Lidderth	Environment Agency
Simon Marks	Greater Birmingham and Solihull LEP
Councillor Joanne Hadley	Sandwell Metropolitan Borough Council
Councillor Robert Macey	Shropshire Council
Councillor David Wright	Telford and Wrekin Council
Councillor Peter Butlin	Warwickshire County Council

In Attendance

Kate Martin	City of Wolverhampton Council
Gareth Bradford	West Midlands Combined Authority
Carl Craney	West Midlands Combined Authority
Rob Lamond	West Midlands Combined Authority
Patricia Willoughby	West Midlands Combined Authority
David Warburton	West Midlands Combined Authority

Item Title No.

1. Apologies for Absence (if any)

Apologies had been received from Sarah Middleton (Black Country Local Enterprise Partnership), Councillor George Adamson (Cannock Chase District Council), Councillor Peter Bilson (City of Wolverhampton Council), Councillor Angus Lees (Dudley MBC), Karl Tupling (Homes England), Councillor David Humphreys (North Warwickshire Borough Council), Councillor Sebastian Lowe (Rugby Borough Council), Councillor Ian Courts (Solihull MBC), Councillor Daren Pemberton (Stratford on Avon District Council) and Kevin Rodgers (West Midlands Housing Association Partnership).

Carl Craney reported on changes in membership of the Board as follows:
Councillor Joanne Hadley – Sandwell MBC;
Councillor Robert Macey – Shropshire Council

2. Notification of Substitutes (if any)

Councillor Andy Mackiewicz had been nominated as a substitute for Councillor Ian Courts (Solihull MBC).

3. Declarations of Interests (if any)

No declarations of interest were made relative to items under consideration at the meeting.

4. Minutes of last meeting

Resolved:

That the minutes of the meeting held on 10 April 2019 be confirmed as a correct record and signed by the Chair.

5. Housing Affordability: Regional Definition

Gareth Bradford, Rob Lamond and David Warburton presented a report which updated the Board on the work which the WMCA and the Homelessness Taskforce had been doing since early 2019 on a new Regional Affordable Housing Definition. This was a commitment identified in the Housing and Land Business Plan for the WMCA to progress during 2019/20 and had been agreed at previous meetings of the Board. The report also sought endorsement for the recommended approach to an affordable definition (i.e. how it was to be calculated) such that the affordable definition more closely reflected the bespoke range of housing needs and ambitions in different parts of the region when applied. A key test of this work had been to ensure compliance and complementarity with policies in statutory local plans prepared by local councils and to provide investor and developer certainty. The WMCA thanked the local councils, the private sector and housing associations across the West Midlands which had shaped this work to ensure that this was the case.

The report outlined also the broader work on affordable housing and homelessness being undertaken in the region. It set out the emerging evidence being gathered, for example, housing affordability in the West Midlands, to inform this work and a potential future Spending Review bid to Government. The report sought agreement to a proposal to trial a new regional definition, initially only across the WMCA land/investments being taken forward through the recently agreed Single Commissioning Framework. The trial would demonstrate the regions' ambitious approach to affordable housing and being at the forefront of the housing affordability agenda whilst gathering further evidence of impacts.

The Chair commented on the difficulties which could be encountered in requiring developers to designate a percentage of a development for affordable housing if it compromised the viability of the development and that this could often lead to assertions that other requirements of Section 106 Agreements for the provision of essential infrastructure could not be met. David Warburton set out clearly that the definition would apply only to those developments where the WMCA was intervening or investing under the new Single Commissioning Framework. Gareth Bradford clarified that the paper encouraged the use of the affordable housing definition beyond the WMCA in other organisations in the region but housing policies in local plans were a matter for local planning authorities. He reported on the positive partnerships being formed with developers, investors and associations who were embracing the principles and inclusive growth objectives of the Single Commissioning Framework including the minimum affordable housing standards.

Councillor Joanne Hadley welcomed the assistance of the WMCA in providing funding for the reclamation of contaminated land. She also referred to the issue of high levels of rent in private sector accommodation which often led to rent arrears and homelessness.

The Chair commented on the need to keep considering the wider regeneration aspects of developments and broader benefits of developments. He referred also to the need to assess continually viability as developments were built out and values changed. Gareth Bradford reminded the Board that looking at issues like clawback and overage had been a key part of the Housing Infrastructure Funding bid for Perry Barr and in the Single Commissioning Framework was a key part of the funding agreement with project sponsors.

Councillor Peter Butlin referred to the affordability issues in the Stratford on Avon District Council area where many residents were from outside the area but local residents were often in low paid occupations.

Resolved that the WMCA Board be recommended as follows:

1. To agree the approach, as detailed in the report, to a new regional definition of housing affordability through a pilot programme, based on application of the new definition through the Combined Authority's Single Commissioning Framework (SCF). All investments made through the SCF process would go through the WMCA approvals and assurance process with final sign off by the Investment Board;
2. For schemes not in the scope of the SCF where the WMCA has a brokering or influencing role, it would encourage councils and other partners to adopt Option B as detailed in the report, with local criteria being applied in a flexible, non-prescribed way to compliment local plan policy and build confidence in the approach and evidence success for further development.

6. Housing and Land Portfolio: Quarterly Update

Pat Willoughby presented a report which updated the Board on the progress within the various workstreams and projects agreed previously by this Board as priorities for the WMCA and contained also within the recently published 2019 WMCA Annual Plan. Gareth Bradford also reassured the Board that the WMCA Team brought in, as necessary, specialist additional capacity to ensure work programmes (e.g. town centres, affordable housing, brownfield regeneration) could be delivered.

Marc Liddeth referred to the declaration of a 'Climate Emergency' at the meeting of the WMCA Board held on 28 June 2019 and queried whether the Design Charter would make provision for 'Resilience'. Pat Willoughby confirmed that this matter would be addressed within the wording of the emerging draft document which was being developed jointly by an expert group of local councils, design bodies and the WMCA. The Chair commented on the superb energy efficiency associated with a scheme he sighted that used advanced methods of construction. Gareth Bradford advised that the Team were considering how best to respond to the declaration in all of its work, highlighting specifically the Single Commissioning Framework and Design Charter as examples that would need to be looked at.

Mark Liddeth referred to paragraph 3.24 of the report and queried whether the draft Regional Design Charter would be presented to the September 2019 meeting rather than September 2020, as stated in the report. Gareth Bradford confirmed this to be the case.

Given the importance of statutory local plans to the achievement of overall housing numbers in the region and that positive progress on local plan production was an important part of the agreement with Government on the Housing Deal the Chair requested that reports on the progress of the various plans be submitted to the Board at least every quarter and a regular item on local plans was included on the Agenda for each future meeting of the Board.

Resolved:

1. That the following items be considered at the September 2019 meeting of the Board:
 - Regional Design Charter;
 - Pipeline of Intervention Opportunities and update on the implementation of the Single Commissioning Framework (Commercially Sensitive);
 - MMC Strategy and Routemap;
 - Affordable Housing Delivery Vehicle;
 - Town Centre toolkit;
2. That the positive progress in work under the Housing and Land Portfolio in quarter 2 and some of the key work programmes being progressed during the remainder of 2019 be noted;

3. That discussions be continued with the Housing and Land Steering Group and supported working groups on how existing arrangements on engagement, project based governance and working arrangements could be enhanced further between the WMCA, local authorities, the private sector and other organisations;
4. That reports on the progress of the various statutory local plans be submitted to the Board quarterly.

7. National Policy Issues and Items

Gareth Bradford reported that the WMCA was working on its business cases for in preparation for the Comprehensive Spending Review as discussed at previous meetings of this Board. He advised that the WMCA was working closely with Homes England in seeking additional funding from the Government for the provision of affordable housing units in the West Midlands.

He informed the Board that the WMCA was offering support and assistance to local authorities where specifically requested to do so, as part of developing the evidence base for updating or reviewing Local Plans: this was welcomed.

Resolved:

1. That the position be noted;
2. That a report on progress with updating or reviewing Local Plans be submitted to the next meeting.

The meeting ended at 10.40 am.

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**West Midlands
Combined Authority**

Wellbeing Board

Friday 19 July 2019 at 10.00 am

Minutes

Present

Councillor Izzi Seccombe (Chair)
Councillor Nicolas Barlow
Councillor John Beaumont

Councillor Les Caborn
Jason Campbell
Guy Daly
Helen Hibbs
Sue Ibbotson
Paul Jennings
Sarah Marwick

Lina Martino
Sean Russell

WMCA Wellbeing Portfolio Holder
Dudley Metropolitan Borough Council
Nuneaton and Bedworth Borough
Council
Warwickshire County Council
West Midlands Fire Service
Universities (Coventry)
STP Systems Leader NHS
Public Health England
STP Systems Leader NHS
Office of the Police & Crime
Commissioner
Public Health England
Director of Implementation for Mental
Health, Wellbeing & Radical Prevention

In Attendance

Councillor Cathy Bayton

Fiona Bottrill

Lynne Bowers
Ian Carey
Simon Hall
Henry Kippin

WMCA Overview Scrutiny Wellbeing
Lead
Programme Manager – Justice &
Engagement (Mental Health)
New NHS Alliance
Black Country Consortium Limited
Physical Activity Policy & Delivery Lead
Director of Public Service Reform

Item No.

1. Apologies for Absence

Apologies for absence were received from Councillors Caan, Grinsell, Hamilton, Jaspal, Longhi and Shaeen and Ben Brook, Andy Hardy and Alison Tonge.

2. Nomination of Substitutes

The following substitutes had been received:

Councillor Rose Martin for Councillor Marco Longhi (Walsall MBC) and Jason Campbell for Ben Brook (West Midlands Fire Service).

3. Welcome and Introductions

The Chair welcomed everyone to the meeting and introductions were duly noted. The Chair also took the opportunity to thank past members of the board for their contributions to the work of the board.

4. Chair's Remarks

The Chair reported that she was pleased that the WMCA had formally signed the Public Health Mental Health Prevention Concordat with Public Health England today. The concordat builds on the Thrive Action Plan and formalises the commitment that everyone has signed up to support.

5. To note the schedule of meetings for 2019/20

The board noted the schedule of meetings for 2019/20:

- 18 October
- 17 January 2020
- 3 April 2020

All meetings scheduled from 10.00am - 12.00pm.

6. To agree to the re-appointment of Councillor Hamilton as Vice-Chair for 2019/20

The board supported the re-appointment of Councillor Hamilton as Vice-Chair for the new municipal year.

Resolved: That Councillor Hamilton be re-appointed as the Vice-Chair of the board for 2019/20.

7. Terms of Reference

The terms of reference for the board were noted.

8. Minutes of the last meeting

The minutes of the meeting held on 5 April 2019 were agreed as a correct record.

9. West Midlands On the Move

Simon Hall, Physical Activity Policy and Development Lead, WMCA, outlined a report that summarised progress on the impact of delivering the 2019/20 priorities for 'West Midlands on the Move' since the last meeting.

Simon Hall highlighted key areas of the report which included the launch of 'Include Me West Midlands' in May which seeks to commit organisations to sign up to a more customer centred and inclusive approach to sport and physical activity planning and delivery. A letter would be sent to local authorities asking for their commitment; a draft letter was appended to the report.

Additionally, a consultation draft agreement between the WMCA and Sport England to seek commitment to collaborative engagement with partners in a place-based approach was attached to report and endorsed by the board.

The board also received a presentation from Ian Carey, Active Black Country Director, Black Country Consortium Limited on the Black Country Fund.

It was noted that the Black Country Fund is a place-based fund to tackle physical inactivity in priority areas that have the highest level of physical activity. Working with statutory and non-statutory partners, the two year project would seek to identify how services could be developed and adapted to better meet the needs of communities and evidence the role sport can play in delivering social outcomes.

Ian Carey undertook to involve ward councillors in the consultation for the project and to attend a Black Country STP Board meeting at the request of Helen Hibbs.

The Chair thanked Ian Carey on behalf of the board for his presentation and asked that the board receive regular updates on the learning from the project.

Resolved:

1. That progress in delivering priorities and early learning be noted;
2. That the joint letter from the Wellbeing Chair and the Political Physical Activity Champion to local authorities and organisations seeking their commitment to the Include Me West Midlands report be approved and
3. That the shared Statement of Intent between the WMCA and Sport England on collaborative engagement and the next steps be agreed.

10. Thrive Update

The board received an update on Thrive from Sean Russell, Director of Implementation for Mental Health, Wellbeing and Radical Prevention.

Sean Russell provided an update on two key areas of Thrive, the Individual Placement and Support (IPS) Programme and the Thrive At Work Programme.

It was noted that 31 January 2020 would mark the third anniversary of the launch of the Thrive report; a formal review of the programmes for the five key areas of Thrive would be undertaken in the run up to the anniversary and would be reported to this board.

The Chair conveyed her thanks to all those working on the Thrive programmes including those working behind the scenes who were changing people's lives.

Resolved: That the update be noted.

11. Developing Service User and Citizen Engagement Across the Thrive Programmes

Fiona Bottrill, Programme Manager – Justice and Community Engagement (Mental Health) presented a report that set out proposals to develop the citizen and service user engagement started by the Mental Health Commission Citizens' Jury.

The report outlined proposals for Thrive Ambassadors, a Thrive Advisory Panel, Include Me West Midlands Champions and the development of a WMCA volunteering and involvement policy.

It was noted that the report had been considered by the WMCA's Overview and Scrutiny Committee earlier in the month.

In relation to the focus of the engagement remaining with the Thrive Programmes and mental health, Lina Martino considered the focus should also include wellbeing as the two areas of mental health and wellbeing were closely linked.

Sue Ibbotson reported that Public Health England's Every Mind Matter campaign would be launched in the autumn and it would be beneficial if the citizens' engagement work could be connected with this.

Fiona Bottrill thanked colleagues for their comments and advised that the proposals would be tested with focus groups.

Resolved:

1. That comments on the proposals to develop the citizen and service user engagement across the WMCA Thrive programmes be noted and
2. That the proposals referred to in 1 above and outlined in sections 3- 6 of the report be developed, taking into account feedback from the WMCA's Overview and Scrutiny Committee and this board be agreed.

12. Update on Community Sentence Treatment Requirement Programme

Fiona Bottrill, Programme Manager- Justice and Community Engagement Manager (Mental Health) presented a report that updated the board on the Community Sentence Treatment Requirement (CSTR) Programme.

The report set out progress of the Birmingham and Solihull Mental Health Treatment Requirements and outlined the roll out of the CSTR pilot to the Black Country starting in Walsall.

It was noted that the West Midlands pilots are influencing national policy as the CSTR programmes will be rolled out nationally.

The board welcomed the report and the extension of the pilot to the Black County.

Resolved:

1. That progress in the Birmingham and Solihull and CSTR pilot be noted and
2. That the proposal to extend the Community Sentence Treatment Requirements programme to the Black Country as outlined in section 4 of the report be noted.

13. Midlands Engine Update

Sean Russell, Director of Implementation for Mental Health, Wellbeing and Radical Prevention reported that he was pleased to announce that a bid to the West Midlands Engine for workplace wellbeing had been successful.

He reported that he would provide an update to a future meeting of the board and would circulate further details to the board within the next few weeks following the signing of the contract.

14. Work Plan

The Director of Implementation for Mental Health, Wellbeing and Radical Prevention, Sean Russell, outlined a draft work plan of items to be considered at the next meeting and future meetings.

Sean Russell reported that for future meetings, it would be useful for matters reported to this board to be reported to local authority health and wellbeing boards/STPs and similarly, for issues discussed at local authority/STP level to be referred to this board where appropriate.

Paul Jennings and Sue Ibbotson undertook to discuss how health and wellbeing boards and STPs could take forward joint working with the board with regards to key work areas such as prevention plans and Five Year Plans.

The meeting ended at 12.00 pm.

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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 22 July 2019 at 1.00 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Mohammed Fazal	Birmingham City Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

In Attendance

Councillor Angus Lees	WMCA's Overview and Scrutiny Committee
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Item No. Title

1. Apologies for absence

Apologies for absence were received from Councillors Andrew, Hibbert, Lawrence, Richards and Welsh.

2. Chair's Remarks

(i) Welcome

The Chair welcomed everyone to the first meeting of the new municipal year.

(ii) Sprint Re-phasing

The Chair referred to a press release, entitled 'A34 and A45 Sprint routes to be delivered in phases following design review' that been circulated to the committee prior to the meeting for information. It was noted that the Sprint Lead Member Reference Group would give consideration to the Sprint programme including advanced works at a future meeting.

(iii) Lead Members

The committee noted the 6 Lead Members for 2019/20 as follows:

Air Quality, Congestion and Environmental Impact- Councillor Richard Worrall.

Finance and Performance – Councillor Pervez Akhtar

Putting Passenger First – Councillor Kath Hartley

Rail and Metro –Councillor Roger Lawrence

Safe and Sustainable Travel – Councillor Diana Holl-Allen

Sprint – Councillor Timothy Huxtable

3. To note the schedule of meetings for 2019/20

The committee noted the calendar of meetings for 2019/20

- 9 September 2019
- 4 November 2019
- 6 January 2020
- 10 February 2020
- 16 March 2020

All meetings scheduled from 1.00-3.00pm

4. Minutes of the last meeting

The minutes of the meeting held on 24 June 2019 were agreed as a correct record.

5. Matters Arising

Minute No.119 Matters Arising, Capital Programme Aligned to 2022 Commonwealth Games update

In relation to the scheduling of a presentation on the Commonwealth Games for a future meeting, the Chair reported that the presentation would be given to a pre-TDC policy meeting on 4 November 2019.

6. Correspondence / Petitions

The Chair referred to a letter she had received from the Alderminster Action Group dated 18 July 2019 regarding changes to the A7/A8 bus service in Solihull.

The Chair outlined the contents of the letter noting there were some factual inaccuracies. She reported that TfWM would continue to keep the Alderminster Action Group advised of the 6 month review of bus services in Alderminster Road and a letter would be sent to confirm this position.

7. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position as at 31 May 2019, the first report of 2019/20 financial year.

Councillor Akhtar, Lead Member for Finance and Performance introduced the report and highlighted the report's recommendations.

Resolved:

1. That the year to date net revenue expenditure to the end of May 2019 shows a favourable variance of £89,000 compared to budget and there is no change in the full year position to date be noted and
2. That the total capital expenditure to the end of May 2019 for the overall transport programme was £13.6 million, which was £3.9m below the year to date budget of £17.5m be noted.

8. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided an update on progress monitoring on the approved TfWM led 2019/2020 programmes and projects.

Councillor Akhtar, Lead Member for Finance and Performance introduced the report and outlined the key highlights of the report.

In relation to an enquiry from Councillor Huxtable regarding the dashboard and in particular item number 10, 'Network wide park expansion developments' as to whether the status of individual park and ride schemes could be listed in future reports, the Director of Development and Delivery undertook to check with the team whether the information could be obtained for future reports.

Resolved:

1. That the achievements since the May 2019 meeting of the Transport Delivery Committee be noted;
2. That the progress of deliverables and outturn of the 2019/20 Capital Programme be noted and
3. That there are no variations from the baseline programme be noted.

9. Metro Investment Programme

The committee considered a report of the Director West Midlands Metro that reported on matters relating to Metro Investment Programme in the West Midlands.

The report provided an overview of progress relating to the main activities of the Midland Metro Investment Programme and the actions being taken to manage the principle risks/ issues and opportunities that have arisen.

The Metro Projects Director, Michael Anderson and Head of Projects, Chris Haworth were in attendance to present the report.

In relation to an enquiry from Councillor Huxtable as to whether the West Midlands Metro Team have had an input into Birmingham's Smithfield and Rhea Valley Master Plan which refers to tram running to the new development, the Metro Projects Director, Michael Anderson advised that he had recently joined the organisation and undertook to look into the matter.

In relation to an enquiry from Councillor Jones regarding an update on proposals to connect the Metro at Brierley Hill to Stourbridge rail station, the Director of Development and Delivery, Sandeep Shingadia reported that TfWM was working with West Midlands Trains on looking at the connectivity between the two destinations and undertook to provide an update to the committee in due course.

In relation to a request from Councillor Pervez Akhtar for an update on the Coventry Very Light Project, the Metro Projects Director undertook for an update to be provided for a future meeting.

Resolved: That the contents of the report be noted.

10. Park and Ride Update

The committee considered a report of the interim Head of Park and Ride that provided an update on the progress of park and ride proposals already in delivery or in development since the previous report in January 2019.

The interim Head of Park and Ride, Richard Mayes, highlighted key areas of the report; this included ongoing expansion projects, lease reviews, maintaining existing park and ride sites, new stations and Longbridge charging.

In relation to capacity issues at Stourbridge Junction park and ride, Councillor Jones reported that there are 3 Dudley MBC owned car parks near to Stourbridge Town that were not well used and enquired whether TfWM could discuss with Dudley Council the possibility of utilising the car parks for rail users to help alleviate the parking pressures on Stourbridge Junction car park.

The interim Head of Park Ride, Richard Mayes undertook to discuss the matter with Councillor Jones following the meeting.

Councillor Lal commented that TfWM is unable to keep up with the demand for park and ride and reported of the need for better integration and to link bus services to tram and rail stations.

The Director of Integrated Transport Services, Pete Bond reported that the park and ride strategy for the Wednesbury to Brierley Hill Metro Extension would be used as a 'test bed' to look at connectivity across all modes.

Resolved: That the current status of development for park and ride be noted.

11. **West Midlands Metro - Westside Extension Stop Names**

The committee considered a report the Director of West Midlands Metro that sought a decision from members of the Transport Delivery Committee on the names to be applied to the new tram stops being constructed on the Westside extension of the West Midlands Metro and which will open for passenger use in December 2019 (2 stops) and December 2021 (3 stops) subject to the approval of the WMCA Transport Portfolio Lead.

The committee considered the list of suggested names and reported of the need for the tram stop to identify the place name and the key destination where appropriate.

In relation to tram stop number 5, the committee noted the commercial opportunities for the naming of the stop and considered a sponsor of the tram stop could determine the name; 'Edgbaston Village' or 'Garden Square' were two names proposed by the committee.

Resolved:

1. That the contents of the report be noted and
2. That the committee recommend to the WMCA Transport Portfolio Lead that the tram names for the following stops be approved to the four additional tram stops currently being constructed on the Westside extension of the West Midlands Metro;
 - Tram stop 1 – Victoria Square (for Birmingham Town Hall)
 - Tram stop 2 – Centenary Square (for Birmingham Library)
 - Tram stop 3 – Brindley Place
 - Tram stop 4 – Five Ways and
3. That in relation to the naming of tram stop 5, agreed that the commercial opportunities be explored with Calthorpe Estates, HSBC and other stakeholders vested in the area with regards to sponsoring the naming of the stop.

12. **Notices of Motion**

The committee considered the following motion submitted by Councillor Worrall on 18 July 2019.

'The Transport Delivery Committee welcomes the introduction of the West Midlands concessionary bus and travel pass for women born between 6 March 1954 and 5 November 1954, to be funded by the seven district councils via the Transport Levy Revenue Budget which they contribute. We note that participation by bus operators, in the WASPI concessionary travel pass scheme is voluntary and that all operators, with the exception of Rotala (Diamond Bus) have agreed to take part in it, so that up to 9,000 women unfairly disadvantaged by state pension entitlement changes will get a concessionary pass allowing free travel at the point of use on bus and Metro tram services within the West Midlands Metropolitan area.'

In the interest of social inclusion and justice to enable universal access to the scheme for affected women, we invite the Board of Rotala to now review its position and join the scheme.'

The committee asked that TfWM contact Rotala Board Members on the matter.

In relation to a suggestion from Councillor Huxtable that the matter be raised at the next meeting of the Bus Alliance Board, the Director of Integrated Transport Services undertook for TfWM to speak to the Chair of the Bus Alliance Board on the matter.

Resolved: That the motion be supported.

13. Questions

The committee considered a question submitted by Councillor Huxtable on 18 July 2019.

The following question was submitted by Councillor Huxtable on 18 July 2019.

'Given the importance of the socially necessary bus services subsidised by TfWM to residents, could an update be provided on the continuation of the subsidised bus services within the West Midlands taken on by various operations following the collapse of iGo'

The Director of Integrated Transport Services provided the following response:

'Late April 2019 – 3 contracts, which had already been re-let through the normal re-tendering process to commence at this time.

Mid- June 2019 -8 contracts, one of which had 1 journey removed.

October 2019- 10 contracts, to coincide with the next standard tender round, one of which involved a slight route change.

Substantive Replacement Contracts

A formal tender round was then undertaken for the emergency contracts expiring in June 2019 to re-let the expiring contracts on a permanent basis.

The remaining emergency contracts expire in October 2019. At the time of writing, the October 2019 tender awards have not been confirmed, however, it is intended that all ex- ATG contracts will be continued on a substantive basis with alternative operators.

Due to the emergency nature of the replacement provision, there has been an uplift in the costs of most contracts that were previously operated by ATG.

TUPE

As with all subsidised bus contracts TUPE may apply to drivers of contracts which are being awarded in the October 2019 tender round. This will be a matter for the operators to discuss and manage. TfWM were involved in facilitation of TUPE discussions in the emergency round given the urgent nature of the transfer and unusual situation of the operator being in administration. TfWM were pleased to be able to clarify that all drivers who wished to remain in employment did so with alternative operators at very short notice.

In the October 2019 tender round there will not be the need for TfWM to be part of the TUPE discussions because the incumbent operators are not in administration; the usual timescales are available for operators to discuss TUPE implications with each other.

The Head of Network Services, Jon Hayes undertook to advise Councillor Huxtable of the bus service that has been subject to a slight route change.

Resolved: That the question submitted by Councillor Huxtable and the response from the Director of Integrated Transport Services be noted.

14. Forward Plan

The committee considered a report on the agenda items to be submitted to future meetings.

Resolved: That the report be noted.

15. Exclusion of the Public and Press

Resolved: That in accordance with Section 100(A) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business as it involves the likely disclosure of exempt information relating to the business or financial affairs of any particular person (including the authority holding that information).

16. Midland Metro Limited - Fare Change Proposals

The committee considered a report that would be submitted to the West Midlands Combined Authority Board of proposals by Midland Metro Limited to make changes to Metro fares and to seek the approval of the board in its capacity as shareholder of Midland Metro Limited of the proposals.

Resolved:

1. That the report be noted and
2. That the Transport Delivery Committee recommend that the WMCA Board request further information with regards to the business case to support a fares increase before taking a decision on the matter.

The meeting ended at 2.45 pm.



**West Midlands
Combined Authority**

Investment Board

Monday 29 July 2019 at 10.00 am

Minutes

Present

Councillor Bob Sleigh (Chair)
Councillor Harman Banger
Councillor Mike Bird
Councillor Steve Clark
Paula Deas

Councillor Karen Grinsell
Councillor Matt Jennings
Sue Summers
Gary Taylor

Andy Williams

Portfolio Lead for Finance & Investments
City of Wolverhampton Council
Walsall Metropolitan Borough Council
Dudley Metropolitan Borough Council
Coventry and Warwickshire Local
Enterprise Partnership
Solihull Metropolitan Borough Council
Stratford on Avon District Council
West Midlands Development Capital
Greater Birmingham & Solihull Local
Enterprise Partnership
Coventry City Council

In Attendance

Sarah Middleton

Steve Weir
John Harvey
Gareth Bradford
Carl Craney
Sukhy Dhanoa
Linda Horne
Ian Martin
Danny Wood
Gerald Gannaway
Kieren Turner-Owen
Gavin Smith

Black Country Local Enterprise
Partnership
Coventry City Council
SLC Rail
West Midlands Combined Authority
West Midlands Development Capital
West Midlands Development Capital
West Midlands Rail Executive

Item Title No.

1. Chair's Opening Remarks

The Chair welcomed those present to the meeting. At his invitation introductions were duly made.

2. Apologies for Absence (if any)

Apologies for absence had been received from Nick Abell (Coventry and Warwickshire Local Enterprise Partnership), Paul Brown (Black Country Local Enterprise Partnership), Councillor Tristan Chatfield (Birmingham City Council), Councillor Tony Jefferson (Non-Constituent Authorities) and Councillor Jim O'Boyle (Coventry City Council).

3. Notification of Substitutes (if any)

Paula Deas had been nominated as a substitute for Nick Abell (Coventry and Warwickshire Local Enterprise Partnership), Councillor Matt Jennings had been nominated as a substitute for Councillor Tony Jefferson (Non-Constituent Authorities) and Andy Williams had been nominated as a substitute for Councillor Jim O'Boyle (Coventry City Council).

4. Declarations of Interests (if any)

No declarations of interest were made relative to items under consideration at the meeting.

5. Minutes of last meeting

Resolved:

That the minutes of the meeting held on 24 June 2019 be confirmed as a correct record and signed by the Chair.

6. Concentration Risk Proposal

Ian Martin presented a report which detailed a proposed approach to be taken and policy with regard to applicants for loans (or multiple loans) under the Collective Investment Fund (CIF) and / or Resolving Investment Fund (RIF). The Chair commented that the purpose of the report was to seek to identify, inter alia, the point at which approval of loans or multiple loans would need to be referred to the WMCA Board.

Sue Summers sought clarification as at what point dialogue would be commenced with prospective developers seeking multiple loans. Ian Martin advised that this would be left to the discretion of West Midlands Development Capital. Councillor Mike Bird queried the position if the recipient of existing loans was seeking additional funding mid-way through the construction of a development. Ian Martin advised that, in these circumstances, the matter would be referred back to this Board for consideration.

Gerald Gannaway sought clarification as to the limits of delegation for decisions of the Investment Board before matters required ratification by the WMCA Board. Ian Martin commented that as per the existing arrangements with regards to limits, then decisions on loans up to £20 million were delegated to this Board but where concentration risk applied then in the first instance, they would need to be approved at the discretion of the Director of Finance and himself. The Investment Board could accelerate the matter to the WMCA Board for determination, if it so wished in accordance with the current arrangements.

Resolved:

1. That the concentration risk proposal be applied to the WMCA Collective Investment Fund (CIF) and Resolving Investment Fund (RIF) as detailed within Section 3 of the report;
2. That individual or multiple loans to the same group, where the total value exceeds £10 million but less than £20 million be granted subject to this Board receiving a report on the risks involved in approving the investment;
3. That a maximum cap of £20 million be set on individual or multiple loans to the same group at any one point in time;
4. That whilst the above applied a maximum cap on WMCA loans to third parties, the provision of grants to third parties was unaffected.

7. Investment Programme and Dashboard

Linda Horne and Sukhy Dhanoa presented a report on the status of the Investment Programme to assist the Board in determining investment decisions.

Councillor Mike Bird commented on the difficulty in reading the various Spreadsheets which formed part of the report due to the small font size. He drew to the attention of the Board the apparent inequality of allocation of funding to the Black Country local authorities compared to Birmingham City Council and Coventry City Council with substantial funding being provided for matters associated with the Commonwealth Games and City of Culture respectively with little or no legacy value. He commented on the allocation of funding of £97 million to the Black Country due for draw down in 2022 / 2023 and reminded the Board that this had formed part of the original agreement when the WMCA had been established and that under no circumstances should this money be used for other purposes. The Chair advised that various reports regarding allocations to both Birmingham and Coventry City Council were listed in the Forward Plan for consideration at the next meeting.

Resolved:

That the report be received and noted.

8. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (public iteration) as at 15 July 2019.

Resolved:

That the Dashboard be received and noted.

- 9. WMCA Brownfield Land and Property Fund (BLPDF) - Dashboard**
The Board considered the WMCA Brownfield Land and Property Development Fund (BDLPF) Dashboard (public iteration) as at 15 July 2019.

Resolved:

That the Dashboard be received and noted.

- 10. Land and Property Investment Fund (LPIF) - Dashboard**
The Board considered the Land and Property Investment Fund (LPIF) Dashboard as at 1 July 2019.

Resolved:

That the Dashboard be received and noted.

- 11. Exclusion of the Public and Press**

Resolved:

That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (Including the authority holding that information).

- 12. Chase Midlands Ltd. - Commercial Property Development**
Gerald Gannaway presented a report which sought a variation to the conditions and terms of loan arrangements agreed previously by the Board.

Councillor Mike Bird commented on the current fragility of the retail sector and expressed his concerns with regard to potential empty units.

Resolved:

That the conditions and terms of the loan arrangements be varied as detailed in the report with a full updated valuation report and a review of the overall position being conducted in March 2020.

- 13. Coyne Group / Kent Tavern Developments Ltd. ("SPV")**
Gerald Gannaway presented a report which sought the provision of a three year loan to the SPV on terms detailed in the report. He responded to various questions posed by the Board.

Resolved:

That consideration of this matter be deferred pending the receipt of additional information.

14. Outline Business Case (OBC) West Midlands Rail: Packages 1 and 2

Gavin Smith and John Harvey presented a report which sought approval in line with the Outline Business Case (OBC) of WMCA funding for the further development of the West Midlands Rail Network New Stations (Packages 1 & 2) schemes. The funding would enable procurement and undertaking of the detailed design (GRIP 5), project and programme management, land purchase, advanced works, equipment orders and early utility diversions as appropriate. Gavin Smith advised that Package 1 comprised Willenhall and Darlaston Stations with Package 2 comprising Moseley, Kings Heath and Hazelwell Stations. He explained how the financial request had been calculated including the cancellation of Package 3 (Brierley Hill Stations).

Ian Martin advised that in the event of a scheme not proceeding, any unspent funding allocated should be returned to the Investment Programme for allocation by this Board. Linda Horne confirmed this to be the case and suggested that the actual financing of the request could be determined outside the meeting. Gary Taylor reminded the Board that a further request for funding for the delivery of Packages 1 & 2 would be submitted in due course. Linda Horne advised that with reference to the earlier report on the Investment Programme, all funding after Quarter 4 in 2019/20 was at risk. John Harvey acknowledged this point but advised that approval of this request would enable 'shovel ready' schemes to be available in the event of further funding being identified.

Resolved:

That, in line with the Outline Business Case (OBC) the necessary funding for the further development of the West Midlands Rail Network New Stations (Packages 1 & 2) schemes be approved.

15. Full Business Case (FBC) Coventry UK Battery Industrialisation Centre (UKBIC)

Steve Weir presented a report which outlined the key benefits and implications of the UK Battery Industrialisation Centre (UKBIC) project to support the request for approval of funding. The report also provided an update on progress to date.

The Chair acknowledged the importance of the project but commented that it was not currently within the Investment Programme. If approval were to be given to the request it would be at the detriment of other schemes. Linda Horne confirmed this to be the case but reported that the WMCA and Coventry City Council were working to mitigate this position and were investigating options which would allow the scheme to be funded without prejudice to other schemes and at no cost to the WMCA in terms of interest payments. The Board supported the principle of the funding request and the search for an innovative solution.

Resolved:

1. That the request for funding from the WMCA as part of an overall £126 million project in progress to create an innovative open access technology organisation to support national and regional Industrial Strategy focus on UK design, development and manufacture of battery technologies be approved in principle subject to the Directors of Finance and Investments working with Coventry City Council to identify an innovative solution to providing funding at nil cost to the WMCA;
2. That the UKBIC project progress to the WMCA Board on 13 September 2019.

16. West Midlands Rail Programme Stations Package 3

Gavin Smith presented a report which detailed the cancellation of West Midlands Rail Programme Stations Package 3 (Brierley Hill Stations). He responded to questions from Councillor Steve Clark on this matter.

Resolved:

That the report be received and noted.

17. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (private iteration) as at 15 July 2019.

Resolved:

That the Dashboard be received and noted.

18. WMCA Brownfield Land and Property Fund (BLPDF) - Dashboard

The Board considered the WMCA Brownfield Land and Property Development Fund (BDLPF) Dashboard (private iteration) as at 15 July 2019.

Resolved:

That the Dashboard be received and noted.

The meeting ended at 11.33 am.



**West Midlands
Combined Authority**

Investment Board

Monday 19 August 2019 at 10.00 am

Minutes

Present

Councillor Bob Sleigh (Chair)
Nick Abell

Sally Agass

Councillor Harman Banger
Councillor Mike Bird
Councillor Steve Clark
Councillor Karen Grinsell
Councillor Matt Jennings
Councillor Jim O'Boyle
Sue Summers

Portfolio Lead for Finance & Investments
Coventry & Warwickshire Local
Enterprise Partnership
Greater Birmingham and Solihull Local
Enterprise Partnership
City of Wolverhampton Council
Walsall Metropolitan Borough Council
Dudley Metropolitan Borough Council
Solihull Metropolitan Borough Council
Non-Constituent Authorities
Coventry City Council
West Midlands Development Capital

In Attendance

Charlotte Booth
Laura McMillan
Derek Lawlor
Lisa Chaney
Fran Gibbons
Gareth Bradford
Carl Craney
Sukhy Dhanoa
Linda Horne
Ian Martin
Pauline Russell
Roger Sahonta
Ed Bradburn
Nick Oakley
Kieren Turner-Owen

Coventry City Council
Coventry City of Culture
Solihull Metropolitan Borough Council
Urban Growth Company
Urban Growth Company
West Midlands Combined Authority
West Midlands Development Capital
West Midlands Development Capital
West Midlands Development Capital

Item Title

No.

19. Chair's Announcement

The Chair welcomed those present. At his invitation introductions were duly made.

20. Apologies for Absence (if any)

Apologies for absence had been received from Councillor Wasim Ali (Sandwell Metropolitan Borough Council), Paul Brown (Black Country Local Enterprise Partnership), Councillor Tristan Chatfield (Birmingham City Council), Councillor Tony Jefferson (Non-Constituent Authorities) and Gary Taylor (Greater Birmingham and Solihull Local Enterprise Partnership).

Apologies for absence had also been received from Sarah Middleton (Black Country Local Enterprise Partnership) and Paula Deas (Coventry and Warwickshire Local Enterprise Partnership).

21. Notification of Substitutes (if any)

Councillor Matt Jennings had been nominated as a substitute for Councillor Tony Jefferson (Non Constituent Authorities) and Sally Agass had been nominated as a substitute for Gary Taylor (Greater Birmingham and Solihull Local Enterprise Partnership).

22. Declarations of Interests (if any)

The Chair declared a personal interest in Agenda Item No. 11 (Full Business Case (FBC) – UK Central (UKC) International – HS2 Design Process – Roundabout Over – Trace) as the site was in his Ward and he was a Director of the Urban Growth Company.

23. Minutes of last meeting

Resolved:

That the minutes of the meeting held on 29 July 2019 be confirmed as a correct record and signed by the Chair.

24. Investment Programme and Dashboard

Linda Horne and Sukhy Dhanoa presented a report on the status of the Investment Programme to assist the Board in determining investment decisions. Linda Horne advised that the WMCA Mayor and Metropolitan Leaders would receive a report on the current position with addressing the challenges faced with the Investment Programme on 13 September 2019 with a report on this matter being presented to this Board in due course.

Councillor Jim O'Boyle commented on the cancellation of the Comprehensive Spending Review and its replacement with Departmental Spending reviews and asked whether the WMCA would still make a submission into this process. Linda Horne confirmed that a submission would be made with regard to those schemes at risk due to a shortfall in the Investment Programme and the difficulties encountered following the cancellation of proposals for a Supplementary Business Rate and accessing Business Rates Growth. Meetings had also been held with representatives of H M treasury and the Ministry of Housing, Culture and Local Government. The Chair reported that the WMCA Mayor had also sent a letter to the Chancellor of the Exchequer and the Chancellor of the Duchy of Lancaster in connection with this matter.

Councillor Mike Bird advised on recent discussions regarding the financial shortfall in the Very Light Rail Innovation Centre project at Dudley, a Coventry City Council scheme and asked as to the present position. Sukhy Dhanoa updated the Board on this matter. Councillor Mike Bird suggested that the relevant parties should receive a briefing on this matter.

Resolved:

1. That the report be received and noted;
2. That the WMCA Directors of Finance and Investments and Commercial Activities provide a briefing to relevant Elected Members and Officers at Dudley Metropolitan Borough Council, Coventry City Council and Coventry and Warwickshire Local Enterprise Partnership in relation to the current position with the Very Light Rail Innovation Centre project at Dudley.

25. WMCA Collective Investment Board (CIF) Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (public iteration) as at 29 July 2019.

Resolved:

That the Dashboard be received and noted.

26. WMCA Brownfield Land and Property Development Fund (BLPDF)

The Board considered the WMCA Brownfield Land and Property Development Fund (BDLPF) Dashboard (public iteration) as at 29 July 2019.

Resolved:

That the Dashboard be received and noted.

27. Land and Property Investment Fund (LPIF)

The Board considered the Land and Property Investment Fund (LPIF) Dashboard as at 1 August 2019.

Resolved:

That the Dashboard be received and noted.

28. Exclusion of the Public and Press

Resolved:

That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

29. Barberry Perry Barr Ltd., - Hilton Cross Development - CIF Loan

Nick Oakley presented a report which sought the provision of a Collective Investment Fund (CIF) loan to Barberry Perry Barr Ltd., which would be fully secured against the property to fund the Development on the terms detailed in the report. Linda Horne asked for further details of current loans to the Company given the concentration of risk. Nick Oakley provided details of the loans to and repayments made to date by the Company. He also reported on recent discussions with the Company following correspondence with the WMCA. The Board discussed the best way to proceed in supporting the application. In response to a question from Nick Abell, Nick Oakley reported on the present position with other schemes managed by the Company and supported through CIF Loans. Nick Abell reminded the Board that the Company was also a headline sponsor of the WMCA at the MIPIM exhibition and suggested that this fact be recorded in the minutes in the interests of transparency.

Resolved:

That the application for a Collective Investment Fund (CIF) Loan be supported in principle and that delegated authority be granted to the WMCA Director of Finance and Director of Investment and Commercial Activities to determine the application having satisfied themselves as to the level of exposure of the WMCA arising upon the concentration risk.

30. Full Business Case (FBC) - UK Central (UKC) international - HS2 Design Process - Roundabout Over - Trace

Lisa Chaney presented a report which included the Full Business Case (FBC) which outlined the recommended solution which optimised Value For Money (VFM) and which established that the successful business management arrangements were in place. In response to a query from Nick Abell, Fran Gibbons outlined how this request related to funds allocated previously.

Ian Martin sought an assurance that if any of the contingency sum was not used and any value capture achieved would be returned to the Investment Programme. Lisa Chaney confirmed that this would apply in both circumstances and that she was confident that significant reductions in the cost would be achieved. In relation to value capture, she advised that discussions were on-going with Officers from the WMCA on this element.

Resolved:

That funding of £19.945 million for the proposed Roundabout Over-Trace (RoT) project required to ensure that the huge economic potential of the Arden Cross HS2 Interchange Station site and the NEC, which could form part of the wider growth plans for the UK Central (UKC) was realised be approved.

31. Full Business Case (FBC) - City of Culture 2021

Martin Reeves presented a report which outlined the key benefits and implications of the UK City of Culture 2021 project to support the request for the approval of £4 million of WMCA funding.

Councillor Karen Grinsell referred to the 6% of funding anticipated from Health Trusts and other sources and enquired as to the likely success of receiving such funding. Martin Reeves advised that without this commitment from the WMCA it would be much harder to achieve and that were the request to be granted he was confident that such funding would be forthcoming.

Resolved:

1. That the request for £4 million funding as part of an overall £36.4 million project in progress to support the City of Culture Trust in planning and delivering the UK City of Culture 2021 Programme and developing a sustainable legacy be approved;
2. That the UK City of Culture project be endorsed to move forward for consideration by the WMCA Board at its September 2019 meeting.

32. WMCA Collective Investment Board (CIF) Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (private iteration) as at 29 July 2019.

Resolved:

That the Dashboard be received and noted.

33. WMCA Brownfield Land and Property Development Fund (BLPDF)

The Board considered the WMCA Brownfield Land and Property Development Fund (BDLPF) Dashboard (private iteration) as at 29 July 2019.

Resolved:

That the Dashboard be received and noted.

The meeting ended at 10.47 am.

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West Midlands Combined Authority

Overview & Scrutiny Committee

Monday 2 September 2019 at 10.00 am

Minutes

Present

Councillor Lisa Trickett (Chair)	Birmingham City Council
Councillor Lynnette Kelly (Vice-Chair)	Coventry and Solihull Local Authorities
Councillor Ahmad Bostan	Sandwell Metropolitan Borough Council
Councillor Richard Brown	Coventry City Council
Councillor Mike Chalk	Worcestershire Non-Constituent Local Authorities
Councillor Peter Fowler	Birmingham City Council
Councillor Angus Lees	Dudley Metropolitan Borough Council
Councillor Kate Wild	Solihull Metropolitan Borough Council

In Attendance

Councillor Richard Worrall	Transport Delivery Committee
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Item No. Title

80. Apologies for Absence

Apologies for absence were received from Councillor Lucy Seymour-Smith (Birmingham City Council), Councillor Cathy Bayton (Association of Black Country Authorities), Councillor Dr Simon Peaple (Staffordshire Non-Constituent Authorities) Councillor Stephen Simkins (Association of Black Country Authorities), Sarah Windrum (Coventry & Warwickshire LEP) and Paul Brown (Black Country LEP).

81. Inquorate Meeting

Tim Martin, Head of Governance, Clerk and Monitoring Officer, indicated that this meeting was inquorate and therefore decisions taken at the meeting would be submitted to the WMCA Board of 13 September 2019 for formal approval.

82. Minutes

The minutes of the meeting held on the 15 July 2019 were agreed as a correct record.

83. Matters Arising

(a) Mayor's Social Media Post

Councillor Ahmad Bostan noted a social media post by the Mayor regarding recent developments within Kashmir. He felt that the comments could have gone further and highlighted the human rights abuses that he considered were being ignored by the UK government. Councillor Ahmad Bostan confirmed that he would raise these concerns with the Mayor directly, and Tim Martin, Head of Governance and Monitoring Officer, undertook to ensure the Mayor's Office was informed of this.

(b) Member Attendance

Members expressed their disappointment on the meeting being inquorate again and noted that although apologies had been submitted, no substitutes were in attendance with the exception of the Staffordshire non-constituent authorities' representative and Councillor Richard Worrall representing Transport Delivery Committee. The Chair confirmed that she would contact members reminding them of the importance of attending meetings.

(c) Meeting Location

It was noted that the next meeting would be taking place in Coventry, after which a review of meeting locations away from Birmingham would be undertaken to determine the best location for future meetings.

(d) Action Plan

The chair requested that the outstanding action relating to further information on the inputs, outputs and scalability of the Thrive Programme and the evaluation work undertaken be supplied to committee ahead of the Mayor's Question Time event on 9 October 2019.

84. WM5G Update - Presentation

The committee received a presentation from Henry Kippin, Director of Public Service Reform, on WM5G, outlining the developments and delivery of the programme, the objectives and the impact of 5G technology throughout the West Midlands.

The Chair sought clarity on what investments could be considered 'real', secured and guaranteed to materialise. Councillor Richard Brown highlighted the need for this programme to receive political backing and to showcase what 5G could deliver to the region. Members sought further information on the measures and metrics being used to seek the outcomes and achievement of the programme within three years, to which Henry Kippin, Director of Public Service agreed to circulate to members. Councillor Ahmad Bostan sought further information on the projection of the three year programme on jobs created across the region for both the public and private sectors as a result of 5G. The committee were also keen to understand the blockages and barriers to delivery and what local authorities could do to unlocking those. Other concerns raised by committee related to potential health concerns, data security implications and the impact of delivery due to Brexit.

The Chair noted that this update provided the committee with the positives of this programme, and showed that the brokerage/facilitation role being undertaken by WMCA evidenced the benefits at working at the local and regional level.

It was agreed that the appointed Scrutiny Champion would have responsibility for following up on issues raised by members and further progression of the programme would be reported to a future meeting.

It be recommended to the WMCA Board that:

- (1) That the presentation be noted.

85. Overview & Scrutiny Work Programme and Governance

The committee considered a report from Tim Martin, Head of Governance and Monitoring Officer, outlining the appointments of scrutiny champions for 2019/20 and the areas to be considered suitable for undertaking scrutiny reviews.

It was noted that responses from all members were required before the appointments of scrutiny champions could be made. Members were reminded to submit their preferences to Lyndsey Roberts, Scrutiny Officer, as soon as possible.

In addition, responses received from members had identified transport and the Investment Programme as key areas for scrutiny review during the forthcoming year.

It was recommended to the WMCA Board that:

- (1) Councillor Richard Brown be appointed as the Scrutiny Champion for Culture & Digital, to shadow the work of the WMCA's Portfolio Lead and to lead on the work of the Overview & Scrutiny Committee this area.
- (2) Further scrutiny champions be appointed in due course.

- (3) Areas of priority for the work programme for 2019/20 be identified as transport and investments.

86. Arrangements for Mayoral Question Time Event: Policy

The committee considered a report from Tim Martin, Head of Governance and Monitoring Officer, outlining the arrangements for the forthcoming Mayoral Q&A session on 9 October that would focus on the WMCA's policies.

This Q&A session would be structured around the committee's three core themes (accountability, connectivity and investment) with questions focusing on the key challenges for the WMCA. The chair hoped that this session would allow for dialogue between members and the Mayor and to then conclude with the consideration of any recommendations to be submitted to the WMCA Board.

Recommended to the WMCA Board;

- (1) The arrangements for the Mayoral Q&A event on the impact of the WMCA's policies, being held on 9 October 2019, be noted.

87. Centre for Public Scrutiny Review - Action Plan

The committee considered a report from Tim Martin, Head of Governance and Monitoring Officer, on the plan for implementing the recommended actions that arose out of the review of Overview & Scrutiny Committee conducted by the Centre for Public Scrutiny.

It was agreed that the action plan would be reviewed by members at each committee.

Recommended to the WMCA Board that:

- (1) The progress made to date in implementing the recommendations contained within the Centre for Public Scrutiny's review of the work of the Overview & Scrutiny Committee be noted.
- (2) The work planned to be undertaken before the next meeting of the committee be noted.

88. Forward Plan

The committee considered forward plan of items that were to be reported to future meetings of this committee and the WMCA Board.

Councillor Richard Worrall indicated that an update was being considered by the WMCA Board relating to the Women's Concessionary Travel Scheme and requested that it be drawn to members' attention that Diamond Bus had chosen not to participate in this scheme on the bus services that it operated.

- 89. Tuesday 22 October 2019 at 10.00am**
The date of the next meeting was noted.

The meeting ended at 12.00 pm.

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