

Public Document Pack



West Midlands
Combined Authority

WMCA Board

Date: Friday 18 September 2020

Time: 11.00 am **Public meeting** Yes

Venue: This meeting will be conducted virtually using Microsoft Teams
[Click here to view the meeting](#)

Membership

Constituent Members

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

Councillor Adrian Andrew
Councillor Mike Bird
Councillor Ian Brookfield
Councillor Ian Courts
Councillor Maria Crompton
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
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

Nick Abell

Councillor George Adamson
Councillor Shaun Davies
Councillor Matthew Dormer
Councillor Julie Jackson
Councillor Tony Jefferson
Councillor Sebastian Lowe
Councillor Peter Nutting
Councillor Jeremy Oates
Tim Pile

Councillor Izzi Seccombe
Tom Westley
Councillor David A Wright

Coventry & Warwickshire Local Enterprise Partnership
Cannock Chase District Council
Telford & Wrekin Council
Redditch 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
North Warwickshire Borough Council

Observers Awaiting Membership

Councillor Andrew Day
Councillor David Hitchiner
Mandy Thorn

Warwick District Council
Herefordshire Council
The Marches Local Enterprise Partnership

Co-Opted Member

Lee Barron

Midlands Trades Union Congress

Observer Members

Councillor Greg Brackenridge
David Jamieson

West Midlands Fire Authority
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 Dan Essex, Governance Services Manager
Telephone 0121 214 7505
Email dan.essex@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Minutes - 24 July 2020	Chair	1 - 12
4.	Forward Plan	Chair	13 - 16
5.	Chair's Remarks (if any)	Chair	None
6.	Update on Annual Planning and Delivery 2020/21	Chair	17 - 34
Governance			
7.	Appointment of WMCA Returning Officer	Tim Martin	35 - 38
8.	Extending Term of Office for Audit, Risk & Assurance Committee Chair	Tim Martin	39 - 42
Finance			
9.	Financial Monitoring Report 2020/21	Councillor Bob Sleigh	43 - 66
10.	Comprehensive Spending Review Representation and Economic Recovery Update	Councillor Bob Sleigh / Councillor Ian Brookfield	67 - 100
Inclusive Communities			
11.	Inclusive Communities Portfolio Update	Councillor Brigid Jones	101 - 108
Minutes			
12.	Audit, Risk & Assurance Committee - 14 July 2020	David Lane	109 - 114
13.	Wellbeing Board - 17 July 2020	Councillor Izzi Seccombe	115 - 120

14.	Investment Board - 20 July 2020	Councillor Bob Sleigh	121 - 126
15.	Strategic Economic Development Board - 20 July 2020	Tim Pile	127 - 138
16.	Transport Delivery Committee - 20 July 2020	Councillor Kath Hartley	139 - 144
17.	Investment Board - 10 August 2020	Councillor Bob Sleigh	145 - 150
18.	Strategic Economic Development Board - 20 August 2020	Tim Pile	151 - 162
19.	Housing & Land Delivery Board - 7 September 2020	Councillor Mike Bird	163 - 168
20.	Overview & Scrutiny Committee - 7 September 2020	Councillor Lisa Trickett	169 - 174
21.	Young Combined Authority - August/September	YCA Representative	175 - 176
22.	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 of business as it was likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.	Chair	None

Private Business

Finance

23.	Enabling the Development of the Arden Cross Multi Storey Car Park (HS2 Interchange) Site	Councillor Bob Sleigh	177 - 192
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Date of Next Meeting

24.	Friday 13 November 2020 at 11.00am	Chair	None
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WMCA Board

Friday 24 July 2020 at 11.00am

Minutes

Constituent Members

Andy Street (Chair)
Councillor Bob Sleigh (Vice-Chair)
Councillor Mike Bird
Councillor Ian Brookfield
Councillor Ian Courts
Councillor George Duggins
Councillor Patrick Harley
Councillor Brigid Jones
Councillor Abdul Khan
Councillor Ian Ward

Mayor of the West Midlands
Solihull Metropolitan Borough Council
Walsall Metropolitan Borough Council
City of Wolverhampton Council
Solihull Metropolitan Borough Council
Coventry City Council
Dudley Metropolitan Borough Council
Birmingham City Council
Coventry City Council
Birmingham City Council

Non-Constituent Members

Councillor Matt Dormer
Councillor Julie Jackson
Councillor Tony Jefferson
Councillor Sebastian Lowe
Councillor Jeremy Oates
Tim Pile

Councillor Izzi Seccombe

Redditch Borough Council
Nuneaton & Bedworth Borough Council
Stratford-on-Avon District Council
Rugby Borough Council
Tamworth Borough Council
Greater Birmingham & Solihull Local Enterprise Partnership
Warwickshire County Council

Observer Members Awaiting Membership

Councillor Andrew Day
Councillor Tony Johnson

Warwick District Council
Herefordshire Council

Observer Members

Olivia Agbe
Councillor Greg Brackenridge
David Jamieson
Eman Mowatt

Young Combined Authority
West Midlands Fire Authority
West Midlands Police & Crime Commissioner
Young Combined Authority

In Attendance

Councillor Cathy Bayton
Councillor Kath Hartley
Waheed Saleem

Overview & Scrutiny Committee
Transport Delivery Committee
Deputy Police & Crime Commissioner

This meeting was held in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. The meeting was conducted using Microsoft Teams video conferencing software and all participants took part in the meeting remotely.

26. Apologies for Absence

An apology for absence was received from Councillor George Adamson (Cannock Chase), Councillor Shaun Davies (Telford & Wrekin) and Councillor David Hitchiner (Herefordshire).

27. Minutes - 5 June 2020

The minutes of the meeting held on 5 June 2020 were agreed as a correct record.

28. Forward Plan

A forward plan of items to be considered at future meetings of the board was noted.

29. Chair's Remarks

(a) Councillor Yvonne Davies - Sandwell Metropolitan Borough Council

The Chair reported that Councillor Yvonne Davies had stepped down as a member of this board and as Portfolio Lead for Public Service Reform & Social Economy. He thanked her for her contribution to the work of the WMCA and wished her well for the future.

(b) Adam Norburn - Executive Director, Rugby Borough Council

The Chair reported that this was the last meeting that Adam Norburn would be attending before he stood down as Executive Director at Rugby Borough Council. He thanked him for the support he had given to non-constituent authorities and wished him well for the future.

(c) Approval of 2019/20 Annual Accounts

The Chair reported that, at its meeting on 14 July 2020, the Audit, Risk & Assurance Committee had approved the WMCA's 2019/20 Annual Governance Statement, the annual accounts and the audit findings report presented by Grant Thornton. It had also noted the unqualified audit opinion from Grant Thornton in respect of the 2019/20 accounts. He thanked the members of the committee for their work in undertaking this key responsibility.

30. Economic Recovery in the West Midlands

The board considered a report from the Director of Strategy on an overview of the 'state of the region', action taken by civic and business leaders to secure emergency economic support and to ensure businesses had been able to restart safely and effectively after lockdown, along with the region's proposition to kickstart the local economy.

The ‘State of the Region’ report provided a thorough analysis of the region’s economic strengths, weaknesses, opportunities and threats. In the past 12 months, the West Midlands region broke through the £100bn GVA barrier and had been bucking the national trend on a host of economic indicators, such as enterprise and employment growth. Since the turn of the year however, the economic impact of the COVID-19 pandemic had been severe. Sectors that had previously seen growth and expansion were now hardest hit, such as construction and the expanding higher education sector, making Birmingham, Coventry and Wolverhampton vulnerable. The report set out the national and local activity undertaken to mitigate this vulnerability.

David Jamieson noted the significant economic impact of COVID-19 on the region, and stressed the benefit of targeted interventions to support those sectors and areas more susceptible. He particularly noted the effect on younger members of society and the impact there had been on their education, with the potential for this to influence subsequent employment opportunities. Councillor Izzi Seccombe expressed her concern regarding the impact on the automotive sector, and the Wellbeing Board was currently undertaking work looking at the mental health impacts on the region.

Resolved:

- (1) The executive summary of the ‘State of the Region’ report and the principal challenges identified for the region be noted.
- (2) The role of the mayoral combined authorities in leading the regional approach to economic recovery, in line with correspondence from the Minister for Regional Growth & Local Government, be endorsed.
- (3) The proposed regional approach to economic recovery, and the mission to help recharge the West Midlands economy and forge a greener and more inclusive region, be adopted.
- (4) ‘Recharge the West Midlands’, the investment case developed at pace by partners across the region to support rapid economic recovery and submitted to Government on 22 June 2020 using the Chief Executive’s delegated authority, following discussion by the Recovery Forum and partners, be endorsed.
- (5) The implications for the West Midlands of announcements by the Prime Minister and Chancellor of the Exchequer and the approach to the ‘shovel ready’ local fund be noted.
- (6) The elements of the economic recovery roadmap which helped the region deliver the ‘Recharge’ projects and set the basis for local authorities, local enterprise partnerships, the WMCA, universities and other partners to refresh the region’s policy framework be agreed.
- (7) The importance of public, private and community sectors working together, guided by the ten priority outcomes agreed in early May, be reaffirmed.

31. Financial Monitoring Report 2020/21

The board considered a report from the Director of Finance on WMCA finances as at the end of May 2020, an assessment of the financial impact of COVID-19 on the authority's finances in the 2020/21 financial year, and on an update on the impact of COVID-19 on the latest Medium-Term Financial Plan along with proposed actions to mitigate the medium-term position.

The report set out the overall consolidated revenue position for the WMCA. The overall year to date position at the end of May showed a £155,000 adverse variance from budget. This consisted of an adverse variance within the transport budget of £132,000 largely due to the impact of COVID-19, driving lower advertising revenue and departure charge income. The report also set out the impact on the WMCA's finances of the COVID-19 pandemic, including the immediate cost of responding to the crisis, the longer term costs of supporting the region as it moved into recovery phase and the significant loss of revenue streams which would have otherwise helped to sustain local delivery of essential core services.

Councillor Bob Sleigh indicated that an updated budget was expected to be submitted to this board on 18 September and stressed that the budget would be managed within available resources. Work continued with the Director of Finance meeting with district finance colleagues to get a clear sense of where the pressures were most acute. Councillor Ian Ward highlighted that constituent authorities were often subject to financial pressures more acute than those of the WMCA and sought assurances that any review of constituent and non-constituent member contributions to the WMCA's funding mechanisms would engage fully with council leaders. Councillor Bob Sleigh confirmed that any change in member contributions would be for leaders to determine.

Councillor Mike Bird sought assurances that there was a current freeze on recruitment. The Chief Executive confirmed that this was the case for posts funded from constituent and non-constituent authority contributions, although stressed many new posts were aligned to funding received directly from the Government for specific projects and where the need for additional capacity had been identified as part of the award of that funding.

Resolved:

- (1) The financial outturn position as at the end of May 2020 be noted.
- (2) The latest high-level forecast for 2020/21, incorporating the estimated impact of COVID-19, be noted.
- (3) The key actions to mitigate the impact of COVID-19 in 2020/21, and that the forecast position would be brought within budget by September 2020, be noted.
- (4) The updated Medium-Term Financial Planning position for the period 2021/22 to 2025/26 be noted.
- (5) The key actions to mitigate the Medium-Term position be noted.

- (6) The potential impact on the availability of capital resources to fund the existing approved transport capital programme be noted.

32. Adoption of a Revised Single Assurance Framework

The board considered a report from the Director of Strategy on an updated and enhanced Assurance Framework document that responded to the National Local Growth Assurance Framework, which was a requirement for all mayoral combined authorities and reflected a ‘single’ Assurance Framework approach to apply to all funding sources.

The WMCA’s existing Assurance Framework was agreed in 2016 prior to the election of the Mayor. In 2019, the Ministry of Housing, Communities & Local Government issued an updated National Local Growth Assurance Framework that the WMCA was required to comply with. It had been working on a Single Assurance Framework Project to develop and deliver several key improvements in how the WMCA operated, considering its experience to date. This work would also ensure the Assurance Framework met the requirements of the National Local Growth Assurance Framework which applied to all mayoral combined authorities. The National Local Growth Assurance Framework applied to all funding and investment decisions of the WMCA and would be utilised to inform the five-year gateway review.

Councillor Bob Sleigh reported that the Ministry of Housing, Communities & Local Government had signed off this new framework, which was intended to streamline governance processes rather than to add an additional layer of bureaucracy. The Chair thanked all those officers who had been involved in preparing this new assurance framework.

Resolved:

- (1) The amended Assurance Framework be approved.
- (2) The amended Officer Scheme of Delegations be approved.
- (3) The amended terms of reference for Investment Board be approved.

33. Equalities Update

The board considered a report from the Equalities & Diversity Manager on the WMCA’s obligations under the Modern Slavery Act 2015, the adoption of the International Holocaust Remembrance Alliance’s Working Definition of Antisemitism, and on other equality related activity and future plans, including recent actions taken in light of the Black Lives Matter movement.

The Government introduced a provision in the Modern Slavery Act 2015 which required organisations with turnover over £36m to produce an annual statement setting out the steps it had taken to ensure there was no modern slavery in their own business and their supply chains. The International Holocaust Remembrance Alliance’s working definition of antisemitism stated:

'Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.'

Councillor Brigid Jones welcomed this report, and stressed the need for the WMCA to do more to achieve a broader representation of the region's communities within its boards and committees, particularly in respect of women and those from black, Asian and other minority ethnic backgrounds. She welcomed the re-launching of the Leadership Commission and challenged the WMCA Board to ensure that there was a greater diversity of voices heard amongst its membership.

Olivia Agbe and Eman Mowatt read out a letter from the Young Combined Authority to the Chief Executive in response to the Black Lives Matter movement, challenging the region to undertake a number of steps to affect positive change, namely:

- Public bodies taking positive action to build a more representative leadership for the West Midlands.
- Current political and civic leaders undertaking bias training.
- Decision makers speaking to local black people to better understand the impacts and root causes of racial disadvantage.
- Civic leaders building trust through accountability.
- Reviewing and, where necessary, refocusing all policy, funding and delivery to ensure that regional inequalities were being tackled.
- Making sure that all new policies explicitly referenced inequality and all new activity designed to be accessible and address disadvantage.
- Addressing structural inequalities within the education system, making education part of the solution rather than part of the problem.
- Addressing the disproportionate impact of COVID-19 on black and other minority ethnic communities.

The Chief Executive thanked Olivia Agbe and Eman Mowatt for sharing the views of the Young Combined Authority with members of the WMCA Board. She accepted that more systematic, proactive and visible action was necessary to eradicate institutional racism and address structural disadvantage. The Senior Leadership Team was due to consider a set of activities and measures, partly in response to the Black Lives Matter movement, at its meeting on 29 July, including introducing positive action to encourage diverse recruitment within the WMCA, creating development opportunities that were targeted towards employees in underrepresented groups, and further embedding unconscious bias training for managers and staff.

Councillor Izzi Seccombe welcomed the comments from Olivia Agbe and Eman Mowatt. At the most recent meeting of the Wellbeing Board, members expressed a strong wish to better understand impacts from COVID-19 on the black, Asian and minority ethnic communities. She hoped that the Young Combined Authority would work with the Wellbeing Board on this work to ensure their voices were being heard.

Resolved:

- (1) The introduction of a new WMCA Modern Slavery Policy be approved and the annual statement published in line with legislative requirements be endorsed.
- (2) The adoption of the International Holocaust Remembrance Alliance's Working Definition of Antisemitism be approved.
- (3) Progress on the delivery of the equality agenda within the WMCA, including its response to Black Lives Matter movement, be noted.

34. A Transport System Fit to Tackle Climate Change? – Reviewing the West Midlands Local Transport Plan to Support a Greener, Fairer, Healthier Recovery

The board considered a report from the Managing Director, Transport for West Midlands, setting out the duties to produce and review the statutory Local Transport Plan and confirming the work being undertaken to review it, including how the COVID-19 pandemic and climate emergency affected the policy context for the review.

Under the Transport Act 2000, local transport authorities had a statutory duty to produce and review a local transport plan. The plan needed to set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the local transport area, as well as proposals for the implementation of those policies. The WMCA and the seven metropolitan authorities of the West Midlands must carry out their functions so as to implement these policies.

It was proposed to develop an interim transport plan for the region setting out the short and medium-term actions the region was taking and could take to support a low carbon, green recovery from the pandemic. This would include setting out where potential actions could be brought forward to address the challenges and opportunities already identified. This would build on the recovery plans developed by Transport for West Midlands and action plans adopted by local authority partners, such as the Emergency Birmingham Transport Plan and Wolverhampton's A Step in the Right Direction.

Councillor Ian Courts highlighted the importance of modal shift to help achieve carbon reduction targets. Research had highlighted that even if all new cars were ultra-low emission vehicles by 2035, a 58% reduction in UK car mileage between 2016 and 2035 would still be needed for car CO₂ emissions to fall to an extent consistent with the Paris Agreement.

Resolved:

- (1) The approach and timescale to update the statutory local transport plan for the West Midlands in order to reflect the objectives of #WM2041 and the regional economic recovery strategy be approved.
- (2) The development and publication for consultation of a transport green paper, which would form part of an on-going dialogue to explore how the transport system could continue to be developed towards an inclusive, de-carbonised and integrated system, connecting lives and livelihoods cleanly and safely be approved.
- (3) The development and execution of a programme of market research and engagement to establish the appetite for travel behaviour change, new transport technology adoption, flexible working and uptake of consumer, freight and logistics behaviours in the West Midlands in a post COVID-19 world be approved.
- (4) The development of a short-term interim transport recovery action plan, to be published later in the summer, which reflected the collective activity of all constituent authorities and sought to maximise the opportunities for positive behaviour change arising from the COVID-19 disruptions and recovery be approved.
- (5) The steering and governance arrangements for the work outlined in the report be noted, and the Strategic Transport Board be delegated the authority to set the direction and approve the development and publication of the interim transport recovery plan and the transport green paper.

35. West Midlands Bike Share Scheme

The board considered a report from the Managing Director, Transport for West Midlands, on the progression of the West Midlands Bike Share Scheme and seeking approval for the contract award.

The bikeshare scheme supported the transition from lockdown and laid foundations for long term change as the region entered the COVID-19 recovery phase. There was a new demand for active travel, including key workers, disabled people and those in low socio-economic groups. The appetite and need for an inclusive recovery was supported by pre COVID-19 data, including 10% of West Midlands citizens cycling at least once per week, and 30% of residents not currently cycling agreeing that they would like to start. Across the West Midlands, there had been an observed increase in the number of people cycling on routes across the region before and after lockdown. The West Midlands Bike Share scheme would assist in overcoming bike ownership as a key barrier preventing people from making journeys via bicycle.

Resolved:

- (1) The progress made with regards to the Bike Share procurement exercise be noted and it be approved that the WMCA could enter into a detailed dialogue with the preferred supplier.

- (2) The potential delay due to unprecedeted demands on the supply chain supplying bikes and parts that had arisen due to the COVID-19 lockdown be noted.
- (3) The current central case financial deficit which the WMCA would look to manage down once it was able to enter into a dialogue with the preferred supplier be noted.
- (4) The anticipated five year budget of £15.9m to commission the scheme be approved.
- (5) Authorisation for the award of the contract for the service and maintenance of the Bike Share scheme be delegated to the Monitoring Officer.
- (6) Approval be delegated to the Managing Director, Transport for West Midlands, Monitoring Officer and Director of Finance to enter into any other funding agreements or contracts which would be reasonably required for the Bike Share scheme.

36. University Station Full Business Case - Revised Submission

The board considered a report from the Managing Director, Transport for West Midlands, seeking approval of the full business case for the redevelopment of the University station.

University station was built in 1978 to accommodate half a million passengers per year, between the University of Birmingham to the east and Queen Elizabeth Hospital and Medical School site to the west. Latest figures released in January 2020 indicated that it was currently being used by four million passengers per year. Provision of a larger, sustainably designed station for the long-term capacity requirements would encourage more staff, students, hospital patients and visitors to arrive by train, benefitting traffic congestion and the local environment.

The station scheme would comprise a new station building and bridge providing access to both platforms, wider platforms, a small car park area and access point as well as a direct link with the university campus with a new footbridge over the Worcester canal. There would also be enhanced public realm which would provide a new pedestrian route from the hospital site to the new station building.

Resolved:

- (1) The Full Business Case be authorised for the redevelopment of University Station.
- (2) The £56.0m budget to complete the scheme be authorised.
- (3) Authorisation of the award of contracts to the successful tenderer for the design and build stage be delegated, subject to:
 - (i) The contract being within the approved budget;

- (ii) All funding agreements being signed and sealed to the satisfaction of the Director of Finance and the Monitoring Officer;
 - (iii) The operating costs of the station being fully quantified and affordable.
- (4) Delegations be approved to the Monitoring Officer and Director of Finance to enter into the various funding agreements and contracts which would be reasonably required to enable delivery of the station improvements, including (if necessary) the issuing of a Letter of Intent to ensure the project schedule was maintained whilst funding agreements were being finalised, subject to the risks of doing so being acceptable to the s151 Officer and the Monitoring Officer.

37. Strategic Economic Development Board - 20 May 2020

The board received the minutes of the Strategic Economic Development Board meeting held on 20 May.

Resolved:

The minutes of the meeting held on 20 May 2020 be noted.

38. Transport Delivery Committee - 8 June 2020

The board received the minutes of the Transport Delivery Committee meeting held on 8 June.

Councillor Kath Hartley reported that the committee had called for national railcard holders to have the validity of their railcards extended to reflect the period of enforced non-use as a result of COVID-19 travel restrictions. The Department for Transport had confirmed that it was working with the Rail Delivery Group, as the owning body for railcards, to consider options for customers but that no decision had yet been made.

Resolved:

The minutes of the meeting held on 8 June 2020 be noted.

39. Investment Board - 15 June 2020

The board received the minutes of the Investment Board meeting held on 15 June.

Resolved:

The minutes of the meeting held on 15 June 2020 be noted.

40. Overview & Scrutiny Committee - 15 June 2020

The board received the minutes of the inquorate Overview & Scrutiny Committee meeting held on 15 June.

Councillor Cathy Bayton indicated that a theme running through the meeting had been the importance of social recovery from the COVID-19 pandemic as well as economic

recovery, and she hoped that this would remain a key consideration in the work of the WMCA in the coming months.

Resolved:

The minutes of the meeting held on 15 June 2020 be approved.

41. Strategic Economic Development Board - 17 June 2020

The board received the minutes of the Strategic Economic Development Board meeting held on 17 June.

Resolved:

The minutes of the meeting held on 17 June 2020 be noted.

42. Environment Board - 25 June 2020

The board received the minutes of the Environment Board meeting held on 25 June.

Resolved:

The minutes of the meeting held on 25 June 2020 be noted.

43. Housing & Land Delivery Board - 6 July 2020

The board received the minutes of the Housing & Land Delivery Board meeting held on 6 July.

In respect of minute no. 9 ('Brownfield Land Funding'), Councillor Mike Bird reported that the first tranche of the Government's £84m award of funding for the remediation of brownfield land within the region was expected in September.

Resolved:

The minutes of the meeting held on 6 July 2020 be noted.

44. Overview & Scrutiny Committee - 13 July 2020

The board received the minutes of the inquorate Overview & Scrutiny Committee meeting held on 13 July.

Resolved:

The minutes of the meeting held on 13 July 2020 be approved.

45. Young Combined Authority

The board considered a report of the Young Combined Authority activity during held in June and July.

Eman Mowatt reported that the Mayor and Portfolio Lead for Inclusive Communities had met with the Young Combined Authority to discuss the impacts that COVID-19

had on young people. Members of the YCA had also met with the Recovery Co-ordination Group to talk about its priorities for recovery in the West Midlands.

Resolved:

The report be noted.

46. Date of Next Meeting

Friday 24 July 2020 at 11.00am.

The meeting ended at 12.40pm



WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: NOVEMBER 2020 - MARCH 2021

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Financial Monitoring Report 2020/21	To consider the latest financial position.	13 November 2020	No	Cllr Bob Sleigh	Linda Horne	No	Finance
Regional Health Impacts of COVID-19	To provide further information on this issue.	13 November 2020	No	Cllr Izzi Seccombe	Ed Cox	No	Wellbeing
Road Safety	To consider an update on this issue.	13 November 2020	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
West Midlands Rail Governance	To approve a change the Articles of Association of WMR Ltd.	13 November 2020	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
Perry Barr Station Full Business Case	To approve the full business case for this project.	13 November 2020	Yes	Cllr Ian Ward	Laura Shoaf	In part	Transport



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
West Midlands Growth Company	To consider a funding request for inward investment and tourism activity.	13 November 2020	Yes	Cllr Ian Brookfield	Ian Martin	No	Economy & Regeneration
Bus Byelaws	To consider an update on this issue.	13 November 2020	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
Reviewing the West Midlands Local Transport Plan	To consider the latest developments with reviewing the Local Transport Plan.	13 November 2020	No	Cllr Ian Ward	Laura Shoaf	No	Transport
WMCA Draft Budget 2021/22	To approve in draft the WMCA budget for 2021/22.	15 January 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring Report 2020/21	To consider the latest financial position.	15 January 2021	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
Rail - Package 1 Full Business Case	To consider an update on this issue.	15 January 2021	Yes	Cllr Ian Ward	Laura Shoaf	In part	Transport
Rail - Package 2 Full Business Case	To consider an update on this issue.	15 January 2021	Yes	Cllr Ian Ward	Laura Shoaf	In part	Transport
Buy Before You Board - Byelaws Penalties	To consider proposals on this issue.	15 January 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
WMCA Final Budget 2021/22	To approve the final WMCA budget for 2021/22.	12 February 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring Report 2020/21	To consider the latest financial position.	19 March 2021	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
Adult Education Budget	To provide an update on the allocation process and outcomes of the AEB.	19 March 2021	Yes	Cllr George Duggins	Julie Nugent	No	Productivity & Skills



WMCA Board

Date	18 September 2020
Report title	Update on Annual Planning and Delivery 2020/21
Portfolio Lead	Andy Street - Mayor of the West Midlands
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority email: deborah.cadman@wmca.org.uk tel: (0121) 214 7200
Accountable Employee	Julia Goldsworthy, Director of Strategy email: julia.goldsworthy@wmca.org.uk tel: (0121) 214 7941
Report has been considered by	Strategic Leadership Team - 26 August 2020 Programme Board - 4 September 2020

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note the changes to the high-level portfolio deliverables that were approved as part of the WMCA Budget 2020/21 and endorse the amended list of portfolio deliverables attached at Appendix 1.

1. Purpose

- 1.1 To advise of changes to the portfolio deliverables previously approved by the WMCA Board (as part of the Budget 2020/21) to ensure better support and alignment to the region's response to, and recovery from, the Covid-19 pandemic. A full half-year review of progress and performance against those portfolio deliverables will be presented to the Board in line with our established performance reporting arrangements.

2. Background

- 2.1 The report 'WMCA Budget 2020/21' approved by WMCA Board on 14th February 2020 included a summary of high-level priority deliverables for each of the WMCA portfolios:

- Economy & Innovation
- Productivity & Skills
- Housing & Land
- Culture & Digital
- Wellbeing
- Public Service Reform & Social Economy
- Environment, Energy & HS2
- Inclusive Communities
- Transport

- 2.2 The report 'Annual Planning: Review of 2019/20 delivery and update on 2020/21 planning' agreed by the Board on 5th June 2020 set out the rationale for not publishing deliverables as part of an Annual Plan document. Given the impact of COVID-19 and the significant level of uncertainty and change in the operating context it has created, the Board agreed the need to ensure WMCA delivery, support and influence is aligned to the Region's emerging recovery priorities.

3. The changing context for portfolio activity

- 3.1 The full impact of the Covid-19 pandemic is not yet known, and regional recovery priorities are not yet fully developed. But there is nonetheless a significant change to the environment within which the WMCA's planned delivery, enabling and influencing activity is being delivered.
- 3.2 The 'State of the Region' report (presented to WMCA Board on 24th July 2020) sets out a number of policy challenges which either threaten our strengths or further stress structural issues within the regional economy. Work undertaken through the Covid-19 Economic Impact Group (EIG), the Recovery Co-ordination Group (RCG) (including deliberative engagement with a Citizen's Panel), and analysis of other engagement and research suggests a number of priority themes and principles. The 'Recharge West Midlands', developed collaboratively, represents a £3.2 billion proposition to government to create or

safeguard 135,800 jobs, support 154,400 young people and workers and build 35,000 more homes in the region.

3.3 All of the above provide a context for WMCA portfolio activity, including:

- Reducing inequalities
- Ensuring recovery is inclusive and includes the citizen's voice
- Improving mental health and wellbeing, and increasing physical activity
- Building sustainable communities, including a focus on local businesses and community infrastructure
- Building better transport and digital links
- Recovery that safeguards the environment and is built on green growth
- Getting people back into work
- Jobs, skills and training that supports people to and find secure work
- Maximising the region's assets and opportunities

4. Update on 2020/21 portfolio deliverables

- 4.1 A review of portfolio deliverables has been undertaken which has included an assessment of changes to activity in light of Covid-19 and the post pandemic recovery context referred to in section 3 above. This has shown that while some of the supporting activity to realise deliverables may have been revised or repurposed, the majority of the portfolio deliverables themselves remain relevant, and progress against them has continued. There are a small number of changes to deliverables which are summarised in the table at paragraph 4.9 below.
- 4.2 The operating context has, of course, changed significantly and some portfolio deliverables have arguably become more important and relevant as a result of Covid-19, particularly in light of its disproportionate impact on some communities and the inequalities it has highlighted or deepened. For example, within the Inclusive Communities Portfolio the high-level deliverable of supporting a Young Combined Authority has provided a mechanism for engagement and insight about the impacts of Covid-19 on under-25s and has provided a citizen's voice to inform community and economic recovery planning. It is proposed that the Portfolio oversees the 'relaunch' of the Leadership Commission and activity that will help to further embed equalities, diversity and inclusion in how we plan, decide and deliver.
- 4.3 The Economy and Innovation Portfolio deliverable to 'Enable and coordinate cross-organisational and cross-partner working that builds economic resilience in the West Midlands' has seen activity shift to focus on economic recovery from Covid-19, and now involves support to the Economic Impact Group, as well as the development and delivery of the 'Recharge the West Midlands' proposition. The State of the Region report (an activity that supports the deliverable of 'providing integrated intelligence to support decision making in the region on a range of economic and social issues') was adapted to include specific analysis on the impact of Covid-19.

- 4.4 For Skills and Productivity each deliverable has a key focus that we have adapted to reflect the impact of the pandemic. For example, the ‘accelerate apprenticeship delivery’ has been replaced with ‘promote apprenticeship delivery’ to recognise the current economic situation and ability of employers to accelerate opportunities currently.
- 4.5 There have also been additional demands on the WMCA’s shared services (the enabling and support functions that sit underneath all portfolios), including support for the establishment and servicing of new regional forums that facilitate recovery planning such as the Recovery Coordination Group (RCG) and the Mayor and Leaders Recovery Forum. There has also been a need to mobilise organisational capacity to support the development of regional submissions to Government on funding (e.g. Get Britain Building Fund) and informing new national policy legislation (e.g. Local Recovery and English Devolution White Paper). This has been additional activity to that which was planned in terms of developing a Spending Review 2020 submission.
- 4.6 There are a small number of new portfolio deliverables for 2020/21. Within the Well Being Portfolio there is the delivery of a Regional Health Impact of Covid19 Task-and-Finish Group (which will report to Board in November 2020). Within the Public Service and Social Economy Reform Portfolio there is a continued focus on strengthening and growing our approach to applied Inclusive Growth by embedding WMCA’s Inclusive Growth assets into the latest WMCA’s governance developments including the Single Assurance Framework and Economic Recovery as well as new work directly related to community recovery and digital inclusion. New activity in the Environment, Energy and HS2 deliverables will support the progression of the WM2041 Strategy and the focus on a green recovery from Covid19.
- 4.7 In terms of Transport, while no new deliverables have been added, a number of deliverables have either been affected or reviewed and updated in light of the impacts of the Covid-19 Pandemic. There have been a range of impacts across delivery on a number of areas due to the restrictions of lockdown such as construction delays at our Longbridge park and ride or the industry's lack of ability at this time to undertake business as usual and planned consultations with partners such as Rail franchise agreements.
- 4.8 The impact of lockdown and near shutdown of the transport system followed by the restart and reopening alongside the lifting of lockdown restrictions has affected many of TfWM ‘Business as Usual’ activities. The huge volumes of service changes required to both scale down and up transport operations bearing a huge challenge to our transport registration, information and communication functions and integrating the impacts and response required into our strategic transport planning and modelling and other such efforts have often meant that some activity has been delayed. The health, safety and security implications of Covid-19 on our transport network has been significant and critical to building back user confidence as we further progress out of Lockdown.

4.9 The table below provides a summary of key changes in portfolio deliverables and activity:

Portfolio	New or changed deliverables
Economy and innovation	No major changes to deliverables, but Local Industrial Strategy activity essentially repurposed to support Recharge West Midlands.
Productivity & Skills	<p>No major changes to the overall deliverables but there are specific changes to the detail of activity within each:</p> <p>Prepare our young people for future life and work</p> <ul style="list-style-type: none"> • An enhanced focus on young unemployed with a new youth offer planned <p>Support inclusive growth by giving more people the skills to get and sustain good jobs and careers</p> <ul style="list-style-type: none"> • Increased work in responding to redundancies and supporting the unemployed, in partnerships with JCP and LAs <p>Promote the concept of a skills ecosystem for the region</p> <ul style="list-style-type: none"> • Implemented new ways of paying providers to maintain stability <p>Continue to test, develop and embed new approaches to commissioning and delivering provision funded through the Adult Education Budget</p> <ul style="list-style-type: none"> • A change to the AEB allocations model – to retain in-year flexibility to respond to changing social and economic demand <p>A sharper focus on job outcomes</p> <p>The following deliverable has been revised:</p> <p>Accelerate the take up of good quality apprenticeships across the region to be revised to 'Continue to promote the take up of good quality apprenticeships, sector-based work academies and work experience, as routes in to paid employment'</p> <p>One additional deliverable has been added:</p> <ul style="list-style-type: none"> • Additional work to be undertaken in submitting proposals to government and other funders
Housing & Land	<p>No changes to deliverables, however the business plan and work programme of the Housing and Land portfolio has been subject to review, refinement and clarification during the development of its Covid19 Recovery Strategy and Implementation Plan. As a result of this work, there have been a number of further commissions from the Housing and Land Board:</p> <ul style="list-style-type: none"> • Policy development for town centres, public land, employment land as part of the C19 response • A review of Single Commissioning Framework procedures • Delivery/business case work for proposals to HMG – including successfully securing a further £84m Brownfield

	Housing Fund from MHCLG to support the WMCA brownfield land programme, bringing forward our comprehensive site pipeline and hit wider deliverables such as affordable housing, zero carbon homes and Advanced Manufacturing in Construction
Culture and Digital	No changes to deliverables
Wellbeing	One new deliverable to support Covid-19 recovery: <ul style="list-style-type: none"> • Regional Health Impact of Covid19 Task-and-Finish Group and Health of the Region Report
Public Service Reform	New/amended and refocused deliverables to support inclusive growth and Covid-19 recovery including: <ul style="list-style-type: none"> • Community recovery programme including insights from public service responses to COVID 19 and refresh of public service reform activity • Strengthening and growing our approach to Applied Inclusive Growth by embedding WMCA's IG assets into the WMCA's governance, SAF and procurement procedures including its Economic Recovery activity • Demonstrate Inclusive Growth in Action through exemplar projects in key inclusive growth corridors • Digital inclusion programme as part of Digital Strategy refresh • Develop a proposal for a West Midlands Future Fund (linked to green recovery below)
Environment, Energy & HS2	Three new deliverables added to strengthen WM2041 implementation and green recovery: <ol style="list-style-type: none"> 1. Develop the work around natural capital across the region, convening and supporting different organisations for delivery 2. WM2041 communications and behaviour change 3. Reduce incidence of fuel poverty across 1.7 million households
Inclusive Communities	No fundamental changes in high-level deliverables, but some of the key activity to support them is being 're-purposed'. The deliverable of 'Campaigning and engagement: Lead and/or support activity to challenge, enable and support the WMCA and wider region to promote inclusivity, equalities and diversity.' will include a relaunched Leadership Commission.
Transport	No new deliverables have been added. However, a number of deliverables have either been affected or reviewed and updated in light of the impacts of the Covid-19 Pandemic (see paragraphs 4.7-4.8 above). Beyond the immediate impacts of the lockdown and social distancing, the longer-term impacts of the pandemic are still unknown and work is underway to develop an understanding of how TfWM activity will need to respond over the coming months and years.

5. Performance against portfolio deliverables in 2020/21

- 5.1 In line with our established performance reporting practice, a half-year review will be presented to the Board in November. This will provide a comprehensive mid-year update on progress and performance against deliverables for 2020/21.

6. Financial Implications

- 6.1 There are no direct financial implications arising from this report however it remains crucial that any emerging financial pressures are flagged up and addressed at the earliest opportunity.
- 6.2 WMCA Board approved its 2020/21 budget at its meeting in February 2020 prior to the COVID-19 outbreak based on the agreed deliverables at that time. It is therefore important to note that any emerging financial pressures will need to be met from within existing budgeted resources.
- 6.3 In addition, WMCA has experienced a profound negative impact on its income streams, particularly travel related revenues, as a result of the pandemic and although limited financial support has been offered by the government, the drops in income present a major risk to WMCA's financial stability. In addition, we have seen cost pressures through contracts.
- 6.4 Where costs cannot be met from within existing budgeted resources, funding may need to be diverted from elsewhere in accordance with WMCA's Financial Procedure Rules. The Authority's latest financial position is reported to this Board and reflects latest activity as reported.

7. Legal Implications

- 7.1 There are no specific legal implications arising directly from this report.

8. Equalities and Inclusive Growth implications

- 8.1 Equality impact assessments are being carried out across different portfolios to ensure Covid-19 adverse impact is identified and mitigated where possible

Schedule of background papers

WMCA Budget 2020/21, WMCA Board on 14 February 2020:

<https://governance.wmca.org.uk/documents/s3937/Report.pdf>

'Annual Planning: Review of 2019/20 delivery and update on 2020/21 planning'

WMCA Board – WMCA Board report 5th June 2020

<https://governance.wmca.org.uk/documents/s4196/Annual%20Review%20Report.pdf>

'Economic Recovery in the West Midlands' WMCA Board report 24th July 2020

<https://governance.wmca.org.uk/documents/s4469/Economic%20Recovery.pdf>

Appendices:

Summary of portfolio deliverables

Economy and Innovation Portfolio

Portfolio Lead Member: Cllr Ian Brookfield

Lead WMCA Officer: Julia Goldsworthy, Director of Strategy

Summary:

Economy and Innovation	High Level Deliverables	Changes
	Economic Resilience: Enable and coordinate cross-organisational and cross-partner working that builds economic resilience in the West Midland	
	Local Industrial Strategy Delivery: work with partners to secure and implement the priority projects and programmes	LIS activity repurposed to support Recharge West Midlands.
	Increase demand led business innovation in the wider economy, enabled by the Innovation Board and delivery of phase one of the West Midlands Innovation programme	
	Through the ODA provide integrated intelligence to support decision making in the region on a range of issues	
	Create Central – mobilise the industry led board to convert 3 years of consultation into a clear plan for action that will secure substantial resource and investment into the sector	
	Creative Scale up pilot – to identify and deliver a programme of activity to support business growth and improve their investability	

Productivity and Skills Portfolio

Portfolio Lead Member: Cllr George Duggins

Lead WMCA Officer: Julie Nugent, Director of Productivity & Skills

Summary:

Productivity and Skills	High Level Deliverables	Changes
	Prepare our young people for future life and work	
	Create regional networks of specialist technical education and training	
	Accelerate the take up of good quality apprenticeships across the region	Continue to promote the take up of good quality apprenticeships, sector-based work academies and work experience, as routes in to paid employment'
	Support inclusive growth by giving more people the skills to get and sustain good jobs and careers	
	Promote the concept of a skills ecosystem for the region	
	Continue to test, develop and embed new approaches to commissioning and delivering provision funded through the Adult Education Budget	
	Additional work to be undertaken in submitting proposals to government and other funders	New deliverable

Housing and Land Portfolio

Portfolio Lead Member: Cllr Mike Bird

Lead WMCA Officer: Gareth Bradford, Director of Housing & Regeneration

Summary:

Housing and Land	High Level Deliverables	Changes
	Brownfield Investment & Acquisition Programme	
	Inclusive Growth Corridor Programme	
	Local Plans	
	Affordable Housing Policy and Delivery Programme	
	Town Centre Regeneration Programme	
	Town Centre Policy Programme	
	Town Deals	
	West Midlands Investment and Developer Frameworks	
	West Midlands One Public Estate (OPE) Programme	
	Housing Deal	
	MMC Programme	
	Land and Transport Delivery Programme	
	Design Charter	
	National Development	

Culture and Digital Portfolio

Portfolio Lead Member: Cllr Patrick Harley

Lead WMCA Officer: Julia Goldsworthy, Director of Strategy

Summary:

Culture and Digital	High Level Deliverables	Changes
	Support the deployment of c£100m funding (government, private sector and regional contributions) to an emerging 5G mobile network for the region.	
	Develop our capacity to support digital public services across the region	
	To support delivery of the Cultural Leadership Board's ambition to maximise the contribution of culture to enhance quality of life for our citizens	
	To support delivery of the Cultural Leadership Board's ambition to maximise the contribution of culture	
	To support delivery of the Board's ambition to maximise the contribution of culture to delivering inclusive growth in the region and to enhance quality of life for our citizens.	
	To support delivery of the Cultural Leadership Board's ambition to maximise the contribution of culture to delivering inclusive growth in the region and to enhance quality of life for our citizens.	

Wellbeing Portfolio

Portfolio Lead Member: Cllr Izzi Seccombe

Lead WMCA Officer: Ed Cox, Director of Inclusive Growth and Public Service Reform

Summary:

Wellbeing	High Level Deliverables	Changes
	Deliver the Thrive programme and promote a culture of support and awareness for mental health issues across the region.	Refresh of Thrive Action Plan and Physical Activity strategy
	Develop and deliver a childhood obesity strategy for the West Midlands	
	Develop and deliver an innovative new funding mechanism, the Radical Prevention Fund	
	Host a population intelligence hub within the Inclusive Growth Unit which provides holistic, real time data on the region's health and socioeconomic outcomes	
	Supporting place-based health and care	
	Regional Health Impact of Covid19 Task-and-Finish Group and Health of the Region Report	New deliverable

PSR & Social Economy Portfolio

Portfolio Lead Member: Councillor Maria Crompton

Lead WMCA Officer: Ed Cox, Director of Inclusive Growth and Public Service Reform

Summary:

PSR & Social Economy	High Level Deliverables	Changes
	Strengthen and grow the Inclusive Growth Unit, including its suite of products (Inclusive Growth Framework, Decision Making Toolkit and Tests) and services to WMCA members and partners.	Strengthen and grow our approach to Applied Inclusive Growth by embedding WMCA's IG assets into the WMCA's governance, SAF and procurement procedures including its Economic Recovery activity
	Alignment of investment standards with inclusive growth.	
	Commence delivery of the recommendations from the Social Economy Taskforce.	
	Develop the 'Commitment to Collaborate' across public services to help demand management and preventative outcomes for rough sleepers.	
	Collaboration to Support Radical Prevention	
	On-going work to support to the development of the Violence Reduction Unit and other joint initiatives with the OPCC	
	Develop a proposal for a West Midlands Future Fund	New deliverable
	Demonstrate Inclusive Growth in Action through exemplar projects in key inclusive growth corridors	New deliverable
	Digital inclusion programme as part of Digital Strategy refresh	New deliverable
	Community recovery programme including insights from public service responses to COVID 19 and refresh of public service reform activity	New deliverable

Environment, Energy and HS2 Portfolio

Portfolio Lead Member: Cllr Ian Courts

Lead WMCA Officer: Laura Shoaf, Managing Director of TfWM, Julia Goldsworthy, Director of Strategy

Summary:

Environment, Energy and HS2	High Level Deliverables	Changes
	Support the development of the evidence base for the WMCA 2041 zero emissions target	
	Develop the first five year plan for WM2041 to provide clarity on the actions, projects and programmes that will need to be put in place from 2021 - 2026 [this will be the first of four five year plans].	
	Build and deliver on priorities within UK's first clean growth Local Industrial Strategy	
	Ensure the energy infrastructure of the region supports a competitive industrial base, clean growth and social inclusion.	Create a regional energy infrastructure to reduce energy costs for strategic industries and put the region at the leading edge of the global energy and transport system transition - Targeting £1 bn GVA improvement through EI2s and associated cluster support and technology commercialisation by 2025
	Decarbonise WMCA	
	Support partners to deliver HS2	
	Support the sustainability work and legacy for the Commonwealth Games	
	Develop the work around natural capital across the region, convening and supporting different organisations for delivery	New deliverable
	WM2041 communications and behaviour change	New deliverable
	Develop and implement a fuel poverty and regional retrofit programme	New deliverable

Inclusive Communities Portfolio

Portfolio Lead Member: Cllr Brigid Jones

Lead WMCA Officer: Deborah Cadman, Chief Executive

Inclusive Communities	High Level Deliverables	Changes
	Young Combined Authority: Support a diverse Young Combined Authority to influence and constructively challenge WMCA policy, better connecting the organisation to the communities it serves and building future political leadership capacity in the West Midlands.	
	Inclusive Leadership initiatives: Develop and promote initiatives that encourage and support leaders and employers to commit to realising greater inclusivity.	Given the inequalities highlighted by the disproportionate impact of Covid-19 on some communities we are currently engaging with the Leadership Commission to re-purpose it to provide critical friend challenge so that inclusion and diversity is better embedded in how we plan, decide and deliver
	Campaigning and engagement: Lead and/or support activity to challenge, enable and support the WMCA and wider region to promote inclusivity, equalities and diversity.	
	Co-ordinate activity across portfolios: Help bring together activities and projects that tackle longstanding challenges that contribute to exclusion, inequality or unfulfilled potential.	

Transport Portfolio

Portfolio Lead Member: Cllr. Ian Ward

Lead WMCA Officer: Laura Shoaf, Managing Director of TfWM

Customer Services	High Level Deliverables Create a system for easy to use and affordable payments to access the transport system – customer information Create a system for easy to use and affordable payments to access the transport system -payment	Changes
Development & Delivery	High Level Deliverables Deliver our Cycling Charter & making streets more walkable. Deliver a step change in our Mass Transit Network to unlock growth and tackle climate change Management of the TfWM Capital Programme Increase the efficiency and performance of transport delivery in the West Midlands Commonwealth Games Active Travel Legacy	Changes
Transport Operations	High Level Deliverables Make our transport assets more affordable by increasing commercial revenues Delivering our bus vision to support growth, inclusion and reduced car dependency Reduce emissions from bus travel Enhance infrastructure and customer experience at our bus stations and major interchanges Ensure strategic and operational Health and Safety aims and key deliverables are communicated and embedded throughout the WMCA Develop park & ride to support better access to the Integrated Transport System Develop park & ride to support other Key Deliverables	Describe changes to High Level Deliverable
Rail	High Level Deliverables Enhance the capacity of our rail network for a better connected region Use rail franchising to support and engage on rail development	Changes

	Continue to improve the quality and capacity of our rail stations and interchanges Develop a single rail network vision & devolution case to support a growing West Midlands	
Metro	High Level Deliverables	Changes
	Improve our financial performance of our Metro to support growth of the network Extend our Metro Network to better serve more people and businesses	
Network Resilience	High Level Deliverables	Changes
	Manage the West Midlands Transport Network and improving coordination with the Regional Transport Co-ordination Centre Keep the transport networks safe and secure Keep travellers informed and find new ways of keeping the West Midlands Moving through travel demand management Plan and develop the Transport Operations Plan for the Commonwealth Games for visitors (Spectators and Workforce) to the region Mitigating the impacts of transport investment programmes on the West Midlands Networks Developing and enhancing the performance of the KRN to tackle congestion	
Policy Strategy and Innovation	High Level Deliverables	Changes
	Maintain and refresh the West Midlands Statutory Transport Plan(s) and policies	
	Embed transport policy & strategy in the plans and programmes of the wider WMCA & partners to support integrated development planning	
	Continue to develop and maintain a robust common data environment for transport	
	Develop and maintain a deep understanding of the needs, attitudes and perceptions of people who use our transport system	
	Analyse the transport system to provide deep insight, recommend actions and produce robust and funded evidenced based business cases for schemes and programmes Coordinate and deliver a globally significant transport innovation programme	

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WMCA Board

Date	18 September 2020
Report title	Appointment of Combined Authority Returning Officer
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority email: deborah.cadman@wmca.org.uk tel: (0121) 214 7552 Martin Reeves, Coventry City Council email: martin.reeves@coventry.gov.uk tel: (024) 7683 1100
Accountable Employee	Tim Martin, Head of Governance, Clerk and Monitoring Officer email: tim.martin@wmca.org.uk tel: (0121) 214 7435
Report has been considered by	Programme Board August 2020

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Appoint Martin Reeves, Chief Executive of Coventry City Council as the West Midlands Combined Authority Returning Officer until further notice.
- (2) Note that the Returning Officer intends to appoint Helen Paterson, Chief Executive of Walsall Metropolitan Borough Council as his Deputy.

1. Purpose

- 1.1 The purpose of the report is to confirm the continuation of the appointment of the Combined Authority Returning Officer in respect of the Combined Authority Mayoral elections first made on 24 May 2019.

2. Background

- 2.1 The Combined Authorities (Mayoral Elections) Order 2017 provides that each Combined Authority must appoint one of its officers or one of the officers of a constituent council to be the Combined Authority Returning Officer (CARO). If an officer of a constituent authority is chosen this will normally be the Returning Officer for that area.
- 2.2 The CARO will have overall responsibility for the election of the Mayor and may, for example, give to a Returning Officer of a constituent member authority, directions relating to the conduct of the election. In addition, the CARO will be responsible for accepting nominations and coordinating the regional result.
- 2.3 For the 2017 election a decision was taken to appoint the Returning Officer of Coventry City Council as the CARO. The WMCA does not maintain an elections team and is not responsible for any elections with the exception of the Mayoral election.
- 2.4 At its meeting on 24 May 2019 the WMCA appointed Martin Reeves, the Chief Executive of Coventry City Council as the West Midlands Combined Authority Returning Officer for the Mayoral Election 2020. That election was subsequently postponed as a result of the Covid19 pandemic and will now be held in May 2021. For the avoidance of doubt the Combined Authority is asked to confirm its appointment of Martin Reeves as CARO until further notice. The CARO will be supported by the electoral teams from Coventry City Council and Birmingham City Council. The CARO will appoint Helen Paterson, Chief Executive of Walsall Metropolitan Borough Council as Deputy Returning Officer for continuity purposes.
- 2.5 Agreed protocols covering access to information and contact with all candidates in order to provide full transparency are being developed by the Combined Authority and will be jointly agreed by the Combined Authority Chief Executive and the CARO.

3. Wider WMCA Implications

- 3.1 The Mayoral election covers the whole of the constituent area of the WMCA but does not include the electorate of the non-constituent authority areas.

4. Financial Implications

- 4.1 There are no direct financial implications arising from this report. The CARO will have responsibility for the conduct of the poll and any directions made by the CARO may have implications on the cost of delivering the election. The cost of the election is approximately £3.6m and is borne by the Combined Authority. Additional costs may arise in the event that the election needs to accommodate Covid19 safety measures and we are currently in discussions with the Government regarding funding.

5. Legal Implications

- 5.1 The Combined Authority will be in breach of its statutory duty if a CARO is not appointed and it will not be possible for the election to be held.

6. Equalities Implications

- 6.1 A full range of measures are employed to ensure that all electors are able to cast their vote without difficulty.

7. Inclusive Growth Implications

- 7.1 There are no specific inclusive growth implications arising from this report.

8. Geographical Area of Report's Implications

- 8.1 This is dealt with in paragraph 3.1 above.

9. Other Implications

None

10. Schedule of Background Papers

Report to WMCA Board on the Appointment of CARO 24 May 2019.

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WMCA Board

Date	18 September 2020
Report title	Re-appointment of Audit, Risk & Assurance Committee Chair for a Further 12 Months
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority tel: (0121) 214 7200 email: deborah.cadman@wmca.org.uk
Accountable Employee	Tim Martin, Head of Governance, Clerk and Monitoring Officer tel: (0121) 214 7435 email: tim.martin@wmca.org.uk
Report has been considered by	Senior Leadership Team Programme Board

Recommendations for action or decision:

The WMCA Board is recommended to:

- (1) Appoint David Lane as the independent member and chair of the Audit, Risk & Assurance Committee for a further 12 month period (to include the approval of the WMCA's 2020/21 annual accounts).
- (2) Agree that the Head of Governance undertake a recruitment exercise to ensure that a new independent member can be appointed for a four-year term effective from September 2021.

1. Purpose

1.1 To re-appoint David Lane as Chair of the Audit, Risk & Assurance Committee (ARAC) for a further 12 month period, to include the approval of the WMCA's 2020/21 annual accounts.

2. Background

2.1 The WMCA's constitution requires that the membership of ARAC includes at least one 'independent person' (defined as someone who for the preceding five years has not been a member or officer of the WMCA, nor is a relative or close friend of any such person). The constitution also requires that the chair of ARAC should be the (or one of the) independent person(s).

2.2 David Lane was appointed independent member and chair of ARAC by the WMCA Board at its meeting on 28 October 2016 for a period of four years. His appointment as ARAC chair was to have expired next month.

2.3 Given the uncertainties of the current year, including the postponement of the Mayoral elections until May 2021 and the difficulties in recruiting a new chair of ARAC during the wider restrictions, David Lane was approached to continue in post for a further 12 months. This would provide continuity through to the end of the Mayoral term of office and provide confidence that the audit and assurance function was being overseen by individuals experienced in the governance of the WMCA. A key responsibility of ARAC is to approve the WMCA's annual accounts and extending the appointment for a further 12 months would enable David Lane to see the current financial year through to its conclusion.

2.4 Although David Lane has indicated that he would not wish to be considered for a new four-year appointment, he would be prepared to remain in post for a further 12 months were that to be the wish of the WMCA Board.

3. Financial Implications

3.1 There are no direct financial implications arising out of the recommendations within this report. The position of independent member/chair is unremunerated, except for the reimbursement of travel expenses to and from meetings.

4. Legal Implications

4.1 The WMCA's constitution requires ARAC to have at least one independent member, who will also chair the committee. David Lane's appointment expires on 28 October 2020 and, as there are no other independent members sitting on the committee, it would be necessary to appoint a replacement independent member.

5. Equalities Implications

There are no direct equalities implications arising from this report. The advertising and recruitment process referred to at recommendation (2) above will be designed with the objective of securing a wide and diverse field of applicants.

6. Inclusive Growth Implications

- 6.1 There are no direct inclusive growth implications arising out of the recommendations within this report.

7. Geographical Area of Report's Implications

- 7.1 ARAC contains members from constituent and non-constituent authorities, along with local enterprise partnership representatives. There are no geographical requirements placed upon any successfully appointed independent member.

8. Other Implications

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

9. Schedule of Background Papers

Report to WMCA Board - 28 October 2016

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WMCA Board

Date	18 September 2020
Report title	Financial Monitoring Report 2020/21
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
This report has been considered by	Senior Leadership Team - 26 August 2020 Programme Board - 3 September 2020

Recommendation(s) for action or decision:

WMCA Board is recommended to:

- (1) Note the financial outturn position as at the end of July 2020.
- (2) Note the latest forecast for 2020/21, incorporating the estimated impact of COVID-19.
- (3) Note the key actions to mitigate the impact of COVID-19 in 2020/21 and bring the forecast position back within budget as set out in section 3.
- (4) Note the use of one-off reserves totalling £2.0m required to bring the forecast position back within budget as set out in paragraph 3.13.
- (5) Note that an update on the Medium-Term Financial Planning position for the period 2021/22 to 2025/26 will be provided in November's Financial Monitoring Report.

1.0 Purpose

1.1 To provide an update on the Combined Authority's finances as at the end of July 2020, an update on the financial implications of COVID-19 and the impact of the crisis on the overall level of the Combined Authority's reserves.

2.0 Background - Financial Monitoring

2.1 A summary of both 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.

2.2 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority.

2.3 The overall year to date position at the end of July shows a £0.032m favourable variance from budget. This consists of a favourable variance within the Transport budget of £0.093m largely due to lower concessionary patronage volumes and efficiency savings offsetting the Covid-19 impact on advertising revenue and departure charge income.

2.4 There is an adverse variance of £0.061m within the Delivery budget largely as a result of lower than budgeted investment income owing to the 0.1% bank rate which has led to lower returns on cash balances.

3.0 Forecast Update

3.1 On 24 July 2020 the Combined Authority received an update on the financial impact of COVID-19 in 2020/21 and beyond. Early indications at that time were that there would be an adverse movement of around £11.1m when compared with the revenue budget for 2020/21, primarily driven by transport related income drops as a consequence of COVID-19 and the restrictions introduced to limit the spread of the virus.

Table 1: Forecast in-year variations 2020/21

	2020/21 (£m)		
	Non-Covid	Covid	Total
Metro Life Cycle Costs	-2.2		
Concessions	1.6		
Child Concessions	1.0		
RTCC Contingency	0.4		
Departure Charges	-0.2		
Advertising Revenue		-2.0	
Investment in Bus Shelters		-0.2	
Subsidised Bus		-1.1	
Metro		-4.4	
Departure Charges		-0.6	
Swift		-0.5	
Ticketing		-0.4	
TOTAL TRANSPORT	0.6	-9.2	-8.6
Commercial Investment Income	-0.7		
Investment Income		-0.5	
Industrial Strategy		-0.4	
Office of Data Analytics		-0.3	
Culture & Digital		-0.1	
TOTAL DELIVERY	-0.7	-1.3	-2.0
Comms	-0.1		
HR&OD	-0.2		
Strategic Hub		-0.2	
TOTAL SHARED SERVICES	-0.3	-0.2	-0.5
GRAND TOTAL	0.4	-10.7	-11.1

- 3.3 The first detailed reforecast exercise has now been undertaken for 2020/21. The results are summarised in the following table:

Table 2: Latest Forecast Deficit 2020/21

	Transport	Delivery Budget	Shared Services	TOTAL
Forecast Deficit - 24 July 2020	-8.6	-2.0	-0.5	-11.1
<u>Income changes:</u>				
Improved income forecasts	2.0	0.9	0.1	3.0
Government grant received for subsidised services	1.0	-	-	1.0
Estimated Light Rail Restart Grant up to 31 Oct 2020	0.9	-	-	0.9
Estimated grant for lost sales, fees and charges	0.7	-	-	0.7
<u>Expenditure changes:</u>				
Savings on concessionary travel owing to lower patronage	1.0	-	-	1.0
Metro lifecycle costs rescheduled	0.7	-	-	0.7
Other discretionary expenditure savings	0.7	0.8	0.3	1.8
Latest Forecast Deficit	-1.6	-0.3	-0.1	-2.0

- 3.4 It is important to note that the underlying assumptions used to forecast the latest deficit do not reflect a second wave or any renewal of restrictions because of an increase in COVID-19 cases or an increased R number.
- 3.5 It is also important to note that TfWM is continuing to see drops in income and the commercial bus and metro network is still seeing extremely low levels of patronage, however, since the July 2020 board meeting, the Government has confirmed that the Combined Authority is able to access a package of funding to support a proportion (75% of losses after the first 5% which will not be funded) of the loss of income from fees and charges for services.
- 3.6 The Department for Transport has also indicated that short-term funding for Metro in the form of Light Rail Restart Grant, intended to provide financial support to enable services to continue whilst needing to implement social distancing measures will continue beyond the original award up to 3 August 2020 and will now continue until 31 October 2020, although the value of the grant has not yet been confirmed.
- 3.7 As can be seen in the table above, the estimated overall deficit in 2020/21 has now reduced from £11.1 million to £2.0 million.
- 3.8 This position has been made possible by improved forecasts for transport related income (£2.0m) and investment income (£0.9m) coupled with the anticipated receipt of additional government grants for subsidised bus services (£1.0m), light rail (£0.9m) and reimbursement for an element of lost sales, fees and charges (£0.7m).

- 3.9 The improved position would not have been possible to achieve without proactive action taken to generate significant in-year efficiency savings totalling £1.8m across the portfolios. Actions taken include a review of vacant posts and curtailment of discretionary spending on marketing and events and other non-essential overheads. A programme of productivity and efficiency savings has now been developed to deliver organisational operating savings along with a fundamental business transformation review also underway, to deliver efficiencies into the next financial year and beyond.
- 3.10 Given the inherent uncertainty around the significant number of constantly changing assumptions that underly the latest forecast position for 2020/21, the forecast clearly only represents a best estimate at this point in time. The underlying assumptions are changing on a daily basis, leading to movements in the forecast position and will therefore be kept under constant review.
- 3.11 The latest forecast therefore sets out the **best assessment at the time of writing** of the forecast impact on WMCA's financial position in 2020/21 including the specific impact of COVID-19 but is clearly subject to constant change.
- 3.12 It is proposed that the latest forecast deficit for 2020/21 of £2.0m is met from the one-off use of reserves summarised in the following table:

Table 3: Use of one-off reserves to fund the 2020/21 latest forecast deficit

Use of reserves	£m
COVID-19 earmarked reserves	1.3
Reprioritised earmarked reserves	0.4
Metro earmarked reserves	0.3
Total	2.0

- 3.13 These reserves can only be used once and therefore do not provide a sustainable funding solution. This position has only been achieved by reprioritising existing reserves that cannot now be used to support the efficiency saving projects and workstreams they were originally intended to fund.
- 3.14 The following table summarises the latest reforecast position following the application of one-off earmarked reserves:

Table 4: Latest forecast position 2020/21

	Transport	Delivery Budget	Shared Services	TOTAL
Latest Forecast Deficit	-1.6	-0.3	-0.1	-2.0
Use of COVID-19 Earmarked Reserves	1.2	0.1	-	1.3
Reprioritised earmarked reserves	0.1	0.2	0.1	0.4
Metro earmarked reserves	0.3	-	-	0.3
Latest Forecast / Balanced Budget	-	-	-	-

- 3.15 The Medium-Term Financial Plan (5-year plan) is currently being reviewed and the latest position will be reported in the next Financial Monitoring Report that will be considered by the Combined Authority Board at its next meeting in November 2020.

4.0 Transport

- 4.1 Appendix 2 sets out the position on the Transport revenue budget as at the end of July 2020, showing a favourable variance of £0.093m from budget.
- 4.2 This favourable variance is primarily driven by lower patronage volumes across English National Concessionary Travel Scheme and Child Concessions, as well as savings realised during the set-up of the RTCC through prudent purchasing decisions.
- 4.3 The favourable variance is supplemented by an additional government grant towards the costs of Subsidised Bus and staffing variations.
- 4.4 These savings are largely offset by the impact of Covid-19 driving lower than budgeted digital advertising revenue and the implementation of a departure charge holiday until the end of June aiming to support bus operators during the crisis.

5.0 West Midlands Combined Authority Delivery Budget

- 5.1 Appendix 3 sets out the position on the West Midlands Combined Authority Delivery Budget as at the end of July 2020, showing an adverse variance of £0.061m from budget.
- 5.2 The adverse variance is primarily as a result of a reduction in the bank base rate, which has led to lower than budgeted returns on cash balances.
- 5.3 This adverse variance is partly offset by savings across portfolios as a result of the rescheduling of expenditure as a result of the impact of COVID-19 coupled with staffing variations.

6.0 Mayoral Office

- 6.1 The Mayoral Office is broadly in line with budget.

7.0 Capital Programme

- 7.1 Appendix 5 sets out the position on the Capital Programme as at the end of July 2020. Actual costs totalled £61.5m, resulting in a favourable variance of £48.0m against a budget of £109.5m. The annual forecast has been reduced in July 2020 to £459.1m, which is £46.3m below the Budget of £505.4m.
- 7.2 The year to date budget variance is contained primarily within Transport (£22.6m), Grants to Local Authorities within the Investment Programme (£14.7m) and Housing (£10.7m).

- 7.3 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a budget of £146.9m (29%), including all the Rail/Sprint & Metro extension schemes. At the end of July, actual costs totalled £29.2m, which was £13.9m below the budget of £43.1m. The main variances at the end of July were contained within the Metro Programme totalling £10.3m. Although delivery schedules are not currently anticipated to be impacted by rephasing of expenditure plans, it's likely that the COVID-19 pandemic will lead to further rescheduling and prioritisation of capital expenditure plans.
- 7.4 The variance against the Metro Wednesbury to Brierley Hill of £5.2m is reflective of COVID-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. Work is still progressing to acquire land and therefore limited construction has taken place during the month. WMCA are working on mitigation measures to overcome this delay and progress diversions where possible.
- 7.5 The Birmingham Eastside extension variance of £3.2m relates to HS2 utility diversions which have not commenced due to the pending final sign off on the development agreement with HS2, expected in August 2020, with work to catch up in the next couple of months. The MMA are in the process of preparing the revised Target Cost (TC1) and are awaiting formal instruction to initiate detailed design works, with an acceleration in the coming months once formal instruction has been made.
- 7.6 The SPRINT-Hagley Road scheme was favourable by £3.2m (£1.8m Jun-20). There is an ongoing review of design with Birmingham City Council and a s278 agreement requires a revised Target Cost (TC2) so works have not progressed as quickly as anticipated.
- 7.7 The Metro Network-Comms & Control scheme was £0.9m below budget due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmartTrams Enhancements & Radio system) proceeding later than anticipated due to COVID-19.
- 7.8 The Commonwealth Games Programme with a budget of £85.4m (17%) includes all 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 2020, actual costs totalled £9.9m, which was £4.7m below the budget of £14.7m. The main variances of note related to the Sprint A34 Walsall to Birmingham which was below budget (£2.2m), owing to the COVID-19 restrictions impacting on utility diversion works, and the Sprint A45 Birmingham to Airport & Solihull (£1.6m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary COVID-19 restrictions on the highways. Both projects have received approval to commence phase one works, receiving WMCA Board approval to submission of final business case to DfT in March 2020.

- 7.9 Other Major Schemes budget of £25.9m (5%) includes trials of new transport innovation encompassed within Future Transport Zones, to discover new ways to help people and goods move around. In addition, Connected and Autonomous Vehicles trialling new technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of July 2020, actual costs totalled £5.3m, which was £3.2m below the budget of £8.5m. The main variance relates to Connected and Autonomous Vehicles Testbed (CAV) (£1.0m) due to a delay in appointment of the construction contractor, coupled with COVID-19 restrictions. Work has commenced in June and July allowing some of the backlog to be addressed. In addition, the Longbridge Connectivity Package (£0.4m) favourable variance reflecting construction of the decked car park being broadly complete, with only minor power utility work to complete in July slightly behind schedule as a result of COVID-19 restrictions. Final snagging and commissioning work will be completed in Quarter 2 by our main contractor. The A435 Alcester Road Bus priority revitalisation Programme (£0.4m) variance is due to temporary disruption of construction works (expected 3-month timing impact) by the Coronavirus restrictions.
- 7.10 The Minor Works Programme with a budget of £9.8m (2%) includes several small schemes. At the end of July 2020, actual costs totalled £1.0m, which was £0.7m below the budget of £1.7m, with only minor variations at this early stage in the year.
- 7.11 The Grants to Local Authorities Budget of £8.2m (3%) relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. There was no expenditure as planned at the end of July 2020.
- 7.12 The Grants to Local Authorities Investment Programme with a budget of £172.8m (34%) includes those schemes delivered by Local Authorities as part of the Investment Programme grant arrangements. At the end of July 2020, actual costs totalled £13.4m, which was £14.7m below the budget of £28.1m. The main favourable variance are broadly related to COVID-19 restrictions impacting on the progression of Coventry Station Masterplan (£5.0m), Very Light Rail (£3.7m) and the City of Culture Regeneration (£2.2m).The HS2 - UK Central Interchange (£3.5m) primarily relating to the Roundabout-Over Trace works, has also seen less work undertaken in first quarter due to COVID-19 restrictions.
- 7.13 The Housing Programme with an annual budget of £56.3m (11%) includes the WMCA Land Fund, WMCA land remediation funds including the BCLEP managed Land and Property Investment Fund (LPIF). At the end of July 2020, actual costs totalled £2.7m, which was £10.7m below the budget of £13.4m. The variance is primarily contained within the LPIF (£9.3m) due to the Phoenix 10 manufacturing site scheme (a 16.5-hectare former industrial site which has been designated for employment uses, where the final agreements and planning application expected in April 2020, has now been rescheduled. On site works are now expected to commence in April 2021. The WMCA Brownfield Land & Property Development Fund favourable variance (£1.1m) is also due to reduced drawdown as a result of COVID-19 restrictions.

7.14 Following a review of the Q1 position, the annual forecast has been reduced by £46.4m to £459.1m, against the annual budget of £505.4m. The main variances are contained within the Transport Programme (£20.7m), the Housing Programme (£19.0m) and the Grants to Local Authorities Investment Programme (£6.6m). Within the Transport Programme, the main variances are contained within the Metro Programme (£15.6m), related to Metro Eastside (£5.8m), Metro Wednesbury Brierley Hill (£4.5m), and Metro Westside (£2.1m) reflecting the up to date position. The Rail-Walsall-Wolverhampton (Package 1) Local Enhancements underspend of £2.3m is due to land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 (from Q2 2020). The main variance within the Housing Programme is contained within the WMCA Brownfield Land & Property Investment Fund (£18.9m), primarily relating to the Phoenix 10 project as set out in paragraph 6.13.

8.0 Investment Programme

- 8.1 The financial results for the Investment Programme run behind the regular management accounts due to the requirement to consolidate outputs across the Metropolitan area. The June results are shown at Appendix 6, showing the gross delivery totals for programmes delivered by both WMCA and Local Authorities.
- 8.2 The 2020/21 year to date cash spend to June 2020 is £91.8m behind the rebased 2020/21 forecast, mainly because of the current Metro, UK Central Infrastructure and Coventry UK Central Plus programmes.
- 8.3 In respect of full project costs to completion, the financial summary has been adjusted to reflect the revised budget based on the 2020/21 programme baseline. It should be noted that the impact of Covid-19 on projects within the WMCA Investment Programme is currently being assessed by the Local Authorities, with each respective delivery organisation required to manage the schemes within the funding available to them.
- 8.4 The project budgets for the Sprint A34 Walsall to Birmingham, Sprint A45 Birmingham to Airport & Solihull and Metro Birmingham Eastside Extension schemes have been revised, as approved by the WMCA Board on 14 February 2020.
- 8.5 The Coventry UKC Plus programme is showing a variance of £8.9m between the total forecast outturn and total budgeted outturn. This is because of changes to estimated delivery costs for the A46 Stoneleigh Junction and Coventry City of Culture 2021 projects.
- 8.6 The cost to completion against UK Central Interchange remains red status due to the funding gap of circa £131 million against the Birmingham International Station redevelopment project.
- 8.7 The Sprint programme is red status because of the A34 Walsall to Birmingham and A45 Birmingham to Airport and Solihull projects. Phase 1 of these projects were approved by WMCA Board on 14th February 2020. Discussions to confirm the funding package for the second delivery phase of these projects are continuing.
- 8.8 Appendix 7 details the commitments made against the Investment Programme which totalled £770.4m to the end of July 2020 (£770.4m June 2020).
- 8.9 In addition to the projects listed at Appendix 7, an application for repayable funding for the UK Battery Industrialisation Centre was approved by WMCA Board on 13 September 2019.

Investment Programme Funding

- 8.10 In November 2019, WMCA Board agreed to hold current Investment Programme approvals within an affordable limit as determined by WMCA Finance Directors at £801m, following the funding required to support the overall programme being lower than anticipated. Arrangements to secure additional funding into WMCA are currently being developed and delivered.
- 8.11 As such, a number of programmes for which the full extent of the funding required is not yet secure are amber status whilst these issues are being resolved. Specifically, these programmes include Coventry UKC Plus, Sprint Programme; Rail Programme, UK Central Infrastructure Package, UK Central HS2 Interchange, Innovation Programme, Land Reclamation & Remediation and Employment, Education & Skills.
Independent Evaluation of Local Growth Interventions ('Devolution Deal Gateway Review')
- 8.12 Five-yearly gateway review periods formed part of the Devolution Deal agreement in 2016. The 2020/21 financial year is the fifth and final year of the first gateway review period.
- 8.13 An update was provided at the July Board. SQW have been commissioned by MHCLG to review a selection of projects in the Investment programme and will issue a recommendation in November 2020. The Board will be updated as the review continues at such points when information should be brought to their attention.

9.0 Balance Sheet

- 9.1 Appendix 8 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 July 2020.
- 9.2 The increase in loan receivables is as a result of a loan to Coventry City Council. Cash and short-term deposits have increased due to the receipt of a number of DfT grants, offset by payments in respect of the Adult Education Budget.
- 9.3 The increase in short-term creditors/accruals is mainly due to spending on capital projects, including the Metro Wednesbury to Brierley Hill extension scheme, HS2 Interchange, UK Central Infrastructure and Coventry UKC Plus programme.

10.0 Administered Funds

Funding Stream	2020/21 Latest Forecast Grant Award £'000	2020/21 Spend to date £'000	Purpose
Midlands Connect	7,355	1,468	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	48,611	42,724	

11.0 Financial Implications

11.1 The Financial Implications are set out in the report.

12.0 Legal implications

12.1 There are no legal implications.

13.0 Equalities implications

13.1 There are no equalities implications.

14.0 Inclusive Growth Implications

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

15.0 Geographical Area of Report's Implications

15.1 The report encompasses the West Midlands region.

16.0 Other Implications

16.1 There are no other implications

17.0 Appendices

- Appendix 1 – WMCA Consolidated Summary – July 2020
- Appendix 2 – WMCA Transport Revenue Summary - July 2020
- Appendix 3 – WMCA Operational Revenue Summary – July 2020
- Appendix 4 – WMCA Mayor Revenue Summary – July 2020
- Appendix 5 – WMCA Capital Transport Delivery Programme – July 2020
- Appendix 6 – WMCA Investment Programme Summary – June 2020
- Appendix 7 – WMCA Investment Programme Commitments – July 2020
- Appendix 8 – WMCA Balance Sheet – July 2020

Appendix 1

WMCA Consolidated Summary – July 2020

£000's	Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Transport Levy	38,240	38,240	0	114,720	114,720	0
Commonwealth Games	243	564	(321)	1,905	2,157	(252)
Devolution Deal Grants	3,687	4,617	(930)	12,106	12,227	(121)
Adult Education Funding	45,188	46,941	(1,753)	128,534	128,534	0
Share of Business Rates	0	715	(715)	7,500	7,500	0
Constituent Membership	1,548	1,548	0	4,644	4,644	0
Non Constituent Members	142	142	0	425	425	0
Investment Programme	1,994	2,140	(146)	36,500	36,500	0
Investment Income	412	664	(252)	1,505	1,921	(416)
3rd Party / Other Grant Income	609	338	271	1,900	871	1,029
Use of Reserves	0	0	0	6,758	4,053	2,705
Total Funding	92,063	95,909	(3,846)	316,497	313,552	2,945
Transport for West Midlands	38,137	38,230	93	120,747	118,353	(2,394)
Commonwealth Games	243	564	321	1,905	2,157	252
Economy & Innovation	552	554	2	2,535	1,662	(873)
Environment, Energy & HS2	66	115	49	345	345	0
Housing and Land	519	840	321	1,384	2,521	1,137
Wellbeing	321	314	(7)	1,110	941	(169)
PSR & Social Economy	177	216	39	688	650	(38)
Culture and Digital	276	287	11	984	860	(124)
Productivity & Skills	48,208	50,565	2,357	138,358	137,715	(643)
Inclusive Communities	231	42	(189)	251	157	(94)
Business Support	1,133	1,049	(84)	3,228	3,229	1
Investment Programme	2,029	2,930	901	44,155	44,155	0
Mayoral Office	203	269	66	807	807	0
Total Expenditure	92,096	95,974	3,878	316,497	313,552	(2,945)
Transport	104	11	93	0	0	0
Operational	(137)	(76)	(61)	0	0	0
Mayoral Office	0	0	0	0	0	0
Total	(33)	(65)	32	0	0	0

The year to date position at the end of July shows a £0.032m favourable variance from budget.

This is made up of £0.093m within Transport as a result of lower patronage across ENCTS and Child concessions, additional government grants to fund subsidised bus, efficiency savings within the RTCC and lower operational costs during COVID-19 alongside staffing variations. This position is offset by significantly reduced advertising revenue and a departure charge holiday designed to support bus operators during the crisis.

This is offset by an adverse variance of £0.061m within the Delivery budget due to lower investment income as a result of a reduction in the bank base rate, partly offset by savings across portfolios as programme expenditure has been rescheduled for later in the year.

In addition, the Adult Education Budget has seen reduced delivery as a result of COVID-19 and new contracts with training providers are starting later than planned.

Lower grant drawdown has been required within Housing & Land due to increased capitalisation of staff costs and savings on external advice. In addition a grant to support Brexit preparations has been reflected in the Economy & Innovation forecast, which is offset by the associated expenditure.

Appendix 2

Transport for West Midlands year to date revenue position – July 2020

	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Specific resources:							
Transport Levy	38,241	38,240	1	114,721	114,720	1	As at the end of July 2020 there is a £0.093m favourable year-to-date variance. This is primarily driven by the efficient RTCC purchasing decisions and lower concessions expenditure offset by significantly reduced advertising revenue and a departure charge holiday for operators as a result of Covid-19.
Commonwealth Games	243	564	(321)	1,905	2,157	(252)	
Use of Reserves				6,027	3,633	2,394	
TOTAL INCOME	38,484	38,804	(320)	122,653	120,510	2,143	
EXPENDITURE							
Concessions							
National Bus Concession	17,065	16,959	(106)	48,963	50,995	2,032	Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions.
Metro / Rail	1,174	1,479	305	4,557	4,575	17	
Child Concession	1,720	2,436	716	6,579	7,836	1,257	
Bus Services	19,959	20,874	915	60,099	63,405	3,306	
Bus Stations / Infrastructure	3,011	1,472	(1,539)	6,765	4,545	(2,220)	Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19.
Subsidised Network	3,363	3,470	106	10,409	10,409	()	Subsidised bus is currently being supported by additional Covid-19 grant.
Accessible Transport	2,178	2,206	27	6,617	6,617	0%	
Rail and Metro Services	8,553	7,147	(1,406)	23,791	21,571	(2,220)	
Metro Services	326	407	81	6,637	2,642	(3,995)	The award of the DfT Light Rail Restart grant up to 3 August assumes a largely breakeven position up until the end of July. However, from that point the forecast assumes revenue will only return to 75% of pre-Covid levels.
Rail Services	809	878	69	2,867	2,802	(65)	
Integration	1,135	1,285	150	9,504	5,444	(4,061)	
Safety and Security	311	408	98	1,154	1,274	121	Driven by increased CCTV income
Passenger Information	1,885	1,879	(6)	5,907	5,740	(167)	Adverse variance driven by reduced commission and replacement pass income, partly offset by staffing variations.
Sustainable Travel	185	185	0%	542	567	25	
Network Resilience	2,381	2,473	92	7,603	7,582	(21)	
Commonwealth Games	594	1,020	426	2,593	3,100	507	Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required alongside staffing variations.
Business and Democratic Support	243	564	321	1,905	2,157	252	
Strategic Development	1,139	1,171	33	3,723	3,764	41	Driven by the timing of CAV project costs.
Transport Governance	1,141	1,021	(120)	3,090	3,141	51	
Capital Finance Charges	42	44	2	130	132	2	
TOTAL EXPENDITURE	38,379	38,792	413	10,214	10,214	()	
NET	104	11	93	0	0	0	

Appendix 3

West Midlands Combined Authority Delivery Budget – July 2020

FINANCIAL SUMMARY AS AT JULY 2020	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
Operational Income							
Investment Interest Income (1)	376	589	(213)	1,350	1,766	(416)	
Contribution - 7 Met Council's	1,548	1,548	0	4,644	4,644	0	
Mayoral Capacity Funding	0	64	(64)	193	193	0	
Contribution - Non constituent members	142	142	0	425	425	0	
Use of Reserves	0	0	0	731	420	311	
Total Income	2,066	2,343	(277)	7,343	7,448	(105)	
Corporate Support Recharges to Portfolios	(1,133)	(1,049)	(84)	(3,228)	(3,229)	1	
Total Expenditure	(1,133)	(1,049)	(84)	(3,228)	(3,229)	1	
Operational Income Net Total	933	1,294	(361)	4,115	4,219	(104)	
Economy & Innovation							
Other Industrial Strategy Income	10	0	10	0	0	0	
Office of Data Analytics	49	86	(37)	173	257	(84)	
MHCLG - Brexit Support Preparations	0	0	0	991	0	991	
Total Income	59	86	(27)	1,164	257	907	
West Midland Growth Company	(233)	(233)	0	(700)	(700)	0	
Industrial Strategy	(128)	(155)	27	(431)	(465)	34	
Office of Data Analytics	(49)	(86)	37	(173)	(257)	84	
Economic Intelligence (1)	(142)	(80)	(62)	(240)	(240)	0	
MHCLG - Brexit Support Preparations	0	0	0	(991)	0	(991)	
Total Expenditure	(552)	(554)	2	(2,535)	(1,662)	(873)	
Economy & Innovation Net Total	(493)	(468)	(25)	(1,371)	(1,405)	34	
Environment & Energy, HS2							
Energy Capital	3	0	3	0	0	0	
Total Income	3	0	3	0	0	0	
Environment (1)	(66)	(115)	49	(345)	(345)	0	
Total Expenditure	(66)	(115)	49	(345)	(345)	0	
Environment & Energy, HS2 Net Total	(63)	(115)	52	(345)	(345)	0	
Housing and Land							
Housing and Land Commission (1)	519	840	(321)	1,384	2,521	(1,137)	
Total Income	519	840	(321)	1,384	2,521	(1,137)	
Housing and Land Commission (1)	(519)	(840)	321	(1,384)	(2,521)	1,137	
Total Expenditure	(519)	(840)	321	(1,384)	(2,521)	1,137	
Housing and Land Net Total	0	0	0	0	0	0	
Wellbeing							
Other Mental Health Income	21	0	21	21	0	21	
Well Being	14	10	4	36	31	5	
IPS Programme	79	28	51	198	83	115	
Fiscal Incentive Programme	66	35	31	195	105	90	
Total Income	180	73	107	450	219	231	
Mental Health Commission (1)	(119)	(188)	69	(522)	(563)	41	
Well Being	(57)	(63)	6	(195)	(190)	(5)	
IPS Programme	(79)	(28)	(51)	(198)	(83)	(115)	
Fiscal Incentive Programme	(66)	(35)	(31)	(195)	(105)	(90)	
Total Expenditure	(321)	(314)	(7)	(1,110)	(941)	(169)	
Wellbeing Net Total	(141)	(241)	100	(660)	(722)	62	

FINANCIAL SUMMARY AS AT JULY 2020	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
Public Service Reform & Social Economy							
Other PSR Income	0	13	(13)	33	40	(7)	
Total Income	0	13	(13)	33	40	(7)	
Public Sector Reform (1)	(158)	(197)	39	(642)	(591)	(51)	
Inclusive growth	(19)	(19)	0	(46)	(59)	13	
Total Expenditure	(177)	(216)	39	(688)	(650)	(38)	
Public Service Reform & Social Economy Net Total	(177)	(203)	26	(655)	(610)	(45)	
Skills and Productivity							
Productivity and Skills (1)	32	0	32	148	0	148	
Employment Support (2)	421	629	(208)	1,920	2,070	(150)	
Investment Programme (Skills)	57	143	(86)	445	410	35	
Technical Education	22	36	(14)	98	98	0	
Construction Skills	983	861	122	1,787	1,576	211	
Adult Education (3)	45,188	46,941	(1,753)	128,534	128,534	0	
Careers	9	31	(22)	48	61	(13)	
Digital Skills (4)	1,337	1,680	(343)	4,622	4,157	465	
Total Income	48,049	50,321	(2,272)	137,602	136,906	696	
Productivity and Skills	(191)	(244)	53	(904)	(809)	(95)	
Employment Support (2)	(421)	(629)	208	(1,920)	(2,070)	150	
Investment Programme (Skills)	(57)	(143)	86	(445)	(410)	(35)	
Technical Education	(22)	(36)	14	(98)	(98)	0	
Construction Skills	(983)	(861)	(122)	(1,787)	(1,576)	(211)	
Adult Education (3)	(45,188)	(46,941)	1,753	(128,534)	(128,534)	0	
Careers	(9)	(31)	22	(48)	(61)	13	
Digital Skills (4)	(1,337)	(1,680)	343	(4,622)	(4,157)	(465)	
Total Expenditure	(48,208)	(50,565)	2,357	(138,358)	(137,715)	(643)	
Skills and Productivity Net Total	(159)	(244)	85	(756)	(809)	53	
Culture and Digital							
Culture and Tourism Commission	5	0	5	0	0	0	
DDCMS - Creative Scale Up	255	217	38	774	650	124	
Total Income	260	217	43	774	650	124	
Digital	0	(33)	33	(100)	(100)	0	
Culture and Tourism Commission	(21)	(37)	16	(110)	(110)	0	
DDCMS - Creative Scale Up	(255)	(217)	(38)	(774)	(650)	(124)	
Total Expenditure	(276)	(287)	11	(984)	(860)	(124)	
Culture and Digital Net Total	(16)	(70)	54	(210)	(210)	0	
Inclusive Communities							
Veterans Mental Health & Homelessness (1)	211	13	198	133	39	94	
Total Income	211	13	198	133	39	94	
Youth Combined Authority	(20)	(29)	9	(118)	(118)	0	
Veterans Mental Health & Homelessness (1)	(211)	(13)	(198)	(133)	(39)	(94)	
Total Expenditure	(231)	(42)	(189)	(251)	(157)	(94)	
Inclusive Communities Net Total	(20)	(29)	9	(118)	(118)	0	
Operational Expenditure Net Total	(137)	(76)	(61)	0	0	0	

Appendix 4

West Midlands Combined Authority Mayoral Budget – July 2020

West Midlands Combined Authority Mayoral Budget - July 2020

	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000

MAYORAL OFFICE

Other Grants	203	269	(66)	807	807	0
TOTAL INCOME	203	269	(66)	807	807	0
Staff Costs	(195)	(251)	56	(735)	(753)	18
IT	(3)	(3)	0	(12)	(10)	(2)
External Advice	0	0	0	(30)	0	(30)
Travel & Subsistence	0	(14)	14	(25)	(42)	17
Other Running Costs	(5)	(1)	(4)	(5)	(2)	(3)
TOTAL EXPENDITURE	(203)	(269)	66	(807)	(807)	0
NET	0	0	0	0	0	0

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The underspend to date is largely within the staffing budget due to savings against vacant posts plus some smaller savings against the travel budget.
 Staffing costs will increase over the remainder of the year due to recruitment to vacant posts and costs associated with the temporary cover of roles, therefore final outturn is expected to be in line with budget.

Appendix 5

West Midlands Combined Authority Transport Delivery Capital Programme – July 2020

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Metro	26,762	37,081	10,319	113,638	129,230	15,592
Rail	1,758	2,094	336	11,049	13,338	2,289
Sprint	691	3,952	3,261	3,959	4,322	363
TRANSPORT - INVESTMENT PROGRAMME	29,211	43,127	13,916	128,646	146,890	18,244

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £13.916m (£8.556m) lower than budget. The main variances are contained within the Metro Programme, and relate to the following;

Metro Wednesbury to Brierley Hill Extension £5.187m (£3.428m Jun-20). Due to Covid-19 some utility undertakers were only responding to emergency works therefore some diversions did not commence as scheduled. The Railway Corridor was acquired on 10th July 2020 following prolonged negotiations with Network Rail which has limited construction that has taken place to date. WMCA are working on mitigation measures to overcome this delay and progress diversions where possible. This plan will be worked through in the coming weeks and months.

SPRINT - Hagley Road £3.210m (£1.757m) Jun-20). Ongoing review of design with Birmingham Council and agreement of S278 requires a revised Target Cost (TC2) so MMA works have not progressed as anticipated.

Birmingham Eastside £3.184m (£0.777m Jun-20) Utilities works relating to HS2 diversions have not commenced as forecast due to final sign-off on the development agreement being delayed with HS2. The final agreement is being issued and billing is expected to catch up in the next few months as work commences. The HS2 spend profile has been rephased as a result of this delay to the Development Agreement.

Metro Network - Comms & Control £0.867m Commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmarTrams Enhancements & Radio system) proceeded later than anticipated due to Covid-19.

FORECAST V BUDGET COMMENTARY

Metro Birmingham Eastside £5.844m. The variance is due to utilities rephasing as a result of the protracted signing of the Development Agreement, which is due to be signed by the end of August.

Metro Wednesbury to Brierley Hill Extension £4.520m The knock on impact of the Covid-19 restriction impaction on the progression of Utility diversion works.

Rail - Walsall-Wolverhampton (Package 1) £2.299m Land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 put back from April 2020.

Metro Westside £2.066m The residual works for urban realm paving is estimated to complete prior to BCC handover for Phase 1. The construction phasing has been revised due to the impact of Covid-19. The project is combined with EDGE within the Westside programme and the overall spend is expected to be within the overall funding envelope. Despite the Covid impact, there is no change to the project schedule and the project remains on track to be delivered by December 2021.

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Highway	673	1,579	906	13,167	13,167	0
Other	25	25	0	53	53	0
Rail	3,070	3,058	(12)	21,784	22,013	229
Sprint	6,137	10,003	3,866	50,202	50,202	0
TRANSPORT - COMMONWEALTH GAMES	9,905	14,665	4,760	85,206	85,435	229

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £4.760m lower than budget. The main variances are as follows;

SPRINT-A34 Walsall to Birmingham £2.240m (£1.728m Jun-20) due to lower utility diversion costs owing to the Covid-19 restrictions on the highways during March-June 2020.

SPRINT A45 Birmingham to Airport & Solihull £1.626m (£1.585m Jun-20) due mainly to lower than expected progress of utility diversion costs , hampered by the temporary COVID-19 restrictions on the highways.

FORECAST V BUDGET VARIANCE COMMENTARY

Perry Barr Rail Station £0.223m Land costs budgeted at £1.5m in 2020/21 (Oct / Nov) now estimated at £1.3m.

Appendix 5 (continued)
West Midlands Combined Authority Transport Delivery Capital Programme – Jul 2020

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus	563	989	426	3,432	3,768	336
Highway	120	956	836	5,784	5,814	30
Other	4,245	5,783	1,538	14,220	14,844	624
Rail	381	793	412	968	1,480	512
TRANSPORT - OTHER MAJOR PROGRAMMES	5,309	8,521	3,212	24,404	25,906	1,502

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £3.221m (£2.267m Jun-20) below the budget. The main variances are as follows;

Connected and Autonomous Vehicles Testbed (CAV) £0.977m (£0.837m Jun-20). Due to the delay in appointment of the construction company Siemens. Also the Covid-19 lockdown hasn't enabled the work to be carried out in the time frame. June and July has allowed some of the work to be completed and allow some of the backlog work to be done.

Longbridge Connectivity Package £0.429m (£0.335m Jun-20).The construction of the decked car park is broadly complete. The variance is due to the power utility company starting work late in July as a result of Covid 19. Final snagging and commissioning works to be completed in Quarter 2 by our main contractor.

A435 Alcester Road Bus priority revitalisation £0.406m (£0.303m Jun-20). Construction works have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.

Clean Bus Technology Fund £0.238m.Slow down in the delivery of the Programme due to Covid-19. Not anticipated to have an annual impact.

FORECAST V BUDGET VARIANCE COMMENTARY

Future Transport Zone WP3 Transport Network Data £0.735m.Costs have been transferred into 21/22, as timelines for data collection have been impacted dramatically by Covid-19 travel patterns.

Snow Hill 3rd Access £0. The scheme was paused in March-20 , in consideration of a wider solution around the public realm.

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Minor Work Programme	1,015	1,693	678	9,776	9,818	42
TRANSPORT - MINOR WORKS	1,015	1,693	678	9,776	9,818	42

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £0.678m (£0.082m) below budget.

ADEPT Live Lab £0.290m.The anticipated costs in Q1 have not materialised due to Covid-19. Not anticipated to have an annual impact.

FORECAST V BUDGET VARIANCE COMMENTARY

There are only minor variances at this time

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Grants to Local Authorities	0	0	0	7,524	8,209	685
Total Grants to Local Authorities	0	0	0	7,524	8,209	685

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of Jul 2020, there was as no actual expenditure.

FORECAST V BUDGET VARIANCE COMMENTARY

New St/High St/Victoria Sq /Public Realm (Birmingham CC) £0.685m. Due to revised Programme from the Local Authority. The full business case is scheduled for approval in Nov-20, at which point draw down against the grant is expected to begin .

GRAND TOTAL TRANSPORT PROGRAMME	45,440	68,006	22,566	255,556	276,258	20,702
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Appendix 5 (continued)
West Midlands Combined Authority Transport Delivery Capital Programme – July 2020

Capital Programme Investment Programme Grants to Local Authorities

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme (Grants to Local Authorities)	13,352	28,087	14,735	166,206	172,840	6,634
Total Investment Programme Grants to Local Authorities	13,352	28,087	14,735	166,206	172,840	6,634

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £14.735m below budget. The main variances are as follows;

Coventry UKC £10.089m

Station Masterplan £4.991m. Reduced progress of onsite construction works and ancillary support work due to Covid-19 restrictions, has meant draw down on WMCA funding has not begun (DfT & Local Authorities funding been utilised)

Very Light Rail £3.718m .The first quarter spending impacted by Covid-19 restrictions, but work has steadily progressed back to capacity following the easing of restrictions May-July

City of Culture Regeneration £2.162m. The first quarter impacted by Covid-19 restrictions, now easing.

UK Central

HS2 £3.476m. Work undertaken in first quarter reduced by Covid-19 restrictions, primarily relating to the Roundabout-Over Trace works.

FORECAST V BUDGET VARIANCE COMMENTARY

Very Light Rail £3.718m .The knock on impact due to the Covid-19 restrictions in Q1.

City of Culture Regeneration £2.162m The knock on impact due to the Covid-19 restrictions in Q1.

Housing Capital Programme

	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Housing	2,730	13,418	10,688	37,329	56,348	19,019
Total Housing	2,730	13,418	10,688	37,329	56,348	19,019
TOTAL OTHER PORTFOLIOS	16,082	41,505	25,423	203,535	229,188	25,653

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of July 2020, actual expenditure was £10.688m below budget. The main variances are as follows;

Black Country Land and Property Investment Fund LPIF £9.290m (£6.992m Jun-20). Phoenix 10 Manufacturing site scheme. Final agreements and planning application expected in Apr-20, now rescheduled with design works to April-21.

Brownfield Land and Property fund BLPDF £1.142m (£1.298m Jun-20). The main projects include Redsun (£0.457m) awaiting a formal decision notice pushed back to September, Pipe Hall (£0.210m) pushed back to Q3, and Far Gosforth (£0.259m) due to prior year corrections.

FORECAST V BUDGET VARIANCE COMMENTARY

Brownfield Land and Property fund BLPDF £18.869m. Primarily relating to Phoenix 10 project with a budget of £25m (underspend £24m). Phoenix 10 is a 16.5 hectare former industrial site (currently vacant) which has been designated for employment uses. Since the budget, Walsall Council have informed WMCA that they are still to obtain planning permission and procure the contractor in 2020/21. On site work is now expected to commence in April 2021. Therefore, for this project, only £1m of costs are now expected to be incurred in 2020/21. Dudley Brownfields scheme £0.125m of expenditure been deferred to Q2 2020. The delay has been caused by lockdown restrictions.

Offset by

Introduction of spend in 20/21 for the i54 Western Extension to the business park on the edge of Wolverhampton (£2.5m), Sandwell Housing Gap funding (£0.6m) and Iron Park Moxley Walsall industrial scheme (£6.6m).

Appendix 6

WMCA Investment Programme Financial Summary period ending 30th June 2020

WMCA Investment Programme Financial Summary

Period Ending 30th June 2020

PROGRAMME	2020 / 2021 YEAR TO DATE		
	ACTUAL	BUDGET	VARIANCE
	£000	£000	£000
COVENTRY UKC PLUS	9,152	26,903	17,751
SPRINT PROGRAMME	4,815	9,647	4,833
RAIL PROGRAMME	1,380	1,594	214
METRO PROGRAMME	16,442	29,698	13,256
UK CENTRAL INFRASTRUCTURE PACKAGE	1,488	29,446	27,958
UK CENTRAL HS2 INTERCHANGE	3,458	8,005	4,547
CURZON STREET STATION MASTERPLAN	1,292	1,292	-
NATIONAL COLLEGE FOR HIGH SPEED RAIL	-	-	-
HIGH SPEED SUPPLY CHAIN & BUSINESS SUPPORT	-	-	-
HS2 GROWTH STRATEGY TOTAL	38,026	106,585	68,559
COVENTRY CITY CENTRE SOUTH REGENERATION	835	1,870	1,035
INNOVATION PROGRAMME	2,389	3,709	1,320
LAND RECLAMATION AND REMEDIATION	837	9,003	8,166
COMMONWEALTH GAMES 2022	-	9,361	9,361
EMPLOYMENT, EDUCATION & SKILLS	40	111	71
COLLECTIVE INVESTMENT FUND	3,685	6,972	3,287
DEVOLVED TRANSPORT INVESTMENT	-	-	-
EZ EXPANSION EXCLUDING CURZON STREET	-	-	-
OTHER INVESTMENT PROGRAMME SCHEMES	7,787	31,026	23,239
GRAND TOTAL	45,813	137,612	91,799

PROGRAMME	2020 / 2021 FULL YEAR		
	BUDGET	FORECAST	VARIANCE
	£000	£000	£000
COVENTRY UKC PLUS	113,191	106,416	6,775
SPRINT PROGRAMME	54,302	54,302	-
RAIL PROGRAMME	13,238	13,238	-
METRO PROGRAMME	123,634	123,634	-
UK CENTRAL INFRASTRUCTURE PACKAGE	117,784	27,592	90,192
UK CENTRAL HS2 INTERCHANGE	74,870	75,070	(200)
CURZON STREET STATION MASTERPLAN	5,169	5,169	-
NATIONAL COLLEGE FOR HIGH SPEED RAIL	-	-	-
HIGH SPEED SUPPLY CHAIN & BUSINESS SUPPORT	-	-	-
HS2 GROWTH STRATEGY TOTAL	502,189	405,422	96,767

PROGRAMME	2020 / 2021 FULL YEAR		
	BUDGET	FORECAST	VARIANCE
	£000	£000	£000
COVENTRY CITY CENTRE SOUTH REGENERATION	19,864	19,675	189
INNOVATION PROGRAMME	14,601	11,730	2,870
LAND RECLAMATION AND REMEDIATION	49,727	31,179	18,548
COMMONWEALTH GAMES 2022	37,442	37,442	-
EMPLOYMENT, EDUCATION & SKILLS	444	445	(1)
COLLECTIVE INVESTMENT FUND	54,307	54,307	-
DEVOLVED TRANSPORT INVESTMENT	-	-	-
EZ EXPANSION EXCLUDING CURZON STREET	-	-	-
OTHER INVESTMENT PROGRAMME SCHEMES	176,384	154,778	21,606
GRAND TOTAL	678,573	560,200	118,373

PRIOR PERIOD	COST TO COMPLETION		
	2020/21 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN
	£000	£000	£000
PRIOR PERIOD	61,277	106,416	546,038
2020/21 FORECAST	12,287	54,302	267,926
FUTURE YEARS FORECAST	8,050	13,238	191,727
TOTAL FORECAST OUTTURN	275,784	123,634	1,265,221
PRIOR PERIOD	18,299	27,592	1,353,793
2020/21 FORECAST	17,395	75,070	529,563
FUTURE YEARS FORECAST	7,059	5,169	553,848
TOTAL FORECAST OUTTURN	25,553	-	25,553
PRIOR PERIOD	11,270	-	338,730
2020/21 FORECAST	436,975	405,422	4,942,152
FUTURE YEARS FORECAST	5,784,549	5,762,671	(21,877)
TOTAL FORECAST OUTTURN	557,471	560,200	7,816,422
PRIOR PERIOD	27,854	19,675	295,410
2020/21 FORECAST	11,703	11,730	171,639
FUTURE YEARS FORECAST	36,708	31,179	132,113
TOTAL FORECAST OUTTURN	-	37,442	200,000
PRIOR PERIOD	283	445	20,000
2020/21 FORECAST	43,949	54,307	1,000,000
FUTURE YEARS FORECAST	-	-	1,299,000
TOTAL FORECAST OUTTURN	-	-	20,000
PRIOR PERIOD	120,496	154,778	2,874,271
2020/21 FORECAST	3,149,545	3,149,472	(74)
FUTURE YEARS FORECAST	557,471	560,200	7,816,422
TOTAL FORECAST OUTTURN	557,471	560,200	8,934,094
PRIOR PERIOD	557,471	560,200	8,912,143
2020/21 FORECAST	557,471	560,200	(21,951)

Appendix 6 (Continued)

WMCA Investment Programme Financial Commentary for the period ending 30th June 2020

In respect of full project costs to completion, the financial summary has been adjusted to reflect the revised budget based on the 2020/21 programme baseline. The project budgets for the Sprint A34 Walsall to Birmingham, Sprint A45 Birmingham to Airport & Solihull and Metro Birmingham Eastside Extension schemes have been revised, as approved by the WMCA Board on 14 February 2020. In quarter 1 of 2019/20, the UK Central 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 UK Central HS2 Interchange programme.

The Coventry UKC Plus programme is showing a variance of £8.9m between the total forecast outturn and total budgeted outturn. This is because of changes to estimated delivery costs for the A46 Stoneleigh Junction and Coventry City of Culture 2021 projects.

The cost to completion against UK Central Interchange remains red status due to the reduced funding gap of circa £131 million against the Birmingham International Station redevelopment project.

The Sprint programme is red status because of the A34 Walsall to Birmingham and A45 Birmingham to Airport & Solihull projects, for which discussions to confirm the funding package for the second delivery phase of these projects are continuing.

At the WMCA Board meeting on 8th November 2019, the WMCA Board agreed to hold Investment Programme approvals at the current affordable limit of £801 million. As a consequence, programmes that are funded from the Investment Programme beyond the current affordable limit are amber status.

For 2020/21, the year to date variance of £91.8 million compared with the 2020/21 programme baseline primarily comprises:

*Coventry UKC Plus variance of £17.8 million, including Coventry Station Masterplan (£7.1 million) and Coventry Very Light Rail (£4.2 million);

*Metro programme variance of £13.3 million, including Birmingham Eastside Extension (£5.1 million) and Wednesbury to Brierley Hill (£6.5 million);

*UK Central Infrastructure Package variance of £28.0 million, across a wide array of projects within the programme.

Within the Coventry South Package, legal and planning work is being undertaken on the A46 Stoneleigh Junction project with Highways England and DfT. Land acquisition values are being agreed with landowners. Formal confirmation of DfT funding for the A46 Stoneleigh Junction project is pending.

The above variances are not considered to have an impact on the overall delivery of the projects.

Appendix 7

WMCA Investment Programme Commitment Profile as at 31st July 2020

£m	Total Expected Approvals	Approved Commitments	Actual Spend
UK Central HS2 Interchange	398.0	51.9	19.9
UK Central Infrastructure Package	288.0	34.2	12.0
Sprint Programme	217.4	47.0	11.9
Rail Programme	153.0	18.0	9.2
Metro Programme	129.5	129.5	75.7
Coventry Station Masterplan (CSMP)	39.4	39.4	-
Coventry City of Culture Trust (2021)	4.0	4.0	1.7
Coventry UKC Plus - Very Light Rail: 'Transforming Connectivity'	55.0	12.2	6.0
Coventry North Package	21.6	0.2	0.1
Coventry South Package	136.5	7.4	0.3
Wednesbury to Brierley Hill Metro Extension	103.0	103.0	-
Coventry UKC Plus - UK City of Culture 2021 Regeneration	31.6	31.6	4.9
SUB TOTAL HS2 GROWTH STRATEGY	1,577.0	478.5	141.8
Coventry City Centre South Regeneration	150.0	150.0	12.6
Innovation Programme	50.0	12.5	4.8
Land Reclamation and Remediation	200.0	103.0	37.6
Commonwealth Games 2022	25.0	25.0	-
Employment, Education & Skills	20.0	1.3	0.4
OTHER INVESTMENT PROGRAMME	445.0	291.8	55.3
TOTAL	2,022.0	770.4	197.2

Appendix 8

WMCA Balance Sheet as at 31 July 2020

	31 July 2020 £'000	30 June 2020 £'000	Movement £'000
Property, plant and equipment	443,942	437,530	6,412
Investments	19,950	16,611	3,339
Loan Receivables	18,000	18	17,982
Long-term assets	481,892	454,159	27,733
Debtors	63,234	63,560	(326)
Short-term deposits	253,195	236,100	17,095
Cash and bank	140	513	(373)
Current assets	316,569	300,173	16,396
Loans - interest due	(1,180)	(1,184)	4
Short-term creditors/accruals	(77,623)	(67,576)	(10,047)
Current liabilities	(78,803)	(68,760)	(10,043)
Net current assets	237,766	231,413	6,353
Provisions	(2,744)	(2,744)	-
PWLB	(113,616)	(113,764)	148
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(6,427)	(6,427)	-
Grants receipts in advance	(236,536)	(189,612)	(46,924)
Long-term liabilities	(369,323)	(322,547)	(46,776)
Net assets	350,335	363,025	(12,690)
General fund balance	2,271	2,105	166
Earmarked reserves	266,746	276,153	(9,407)
Capital grants unapplied reserve	247	247	-
Usable reserves	269,264	278,505	(9,241)
Revaluation reserve	6,525	6,531	- 6.00
Deferred capital grants account	452,288	445,879	6,409
Capital financing account	(377,246)	(367,394)	(9,852)
Accumulated absences account	(496)	(496)	0
Unusable reserves	81,071	84,520	(3,449)
Total reserves	350,335	363,025	(12,690)
<p>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 £6.4m net of depreciation in property, plant and equipment.</p> <p>The increase in loan receivables relate to a loan being drawn down by Coventry City Council whilst the net increase in cash and short-term deposits is largely due a number of DfT grants received offset by payments for the Adult Education Budget. The grants receipts in advance have increased following receipt of these grants.</p> <p>The increase in short-term creditors/accruals is mainly due to spending on capital projects, namely the Metro Wednesbury to Brierley Hill extension scheme, HS2 Interchange, UK Central Infrastructure and Coventry UKC Plus programme.</p> <p>The decrease in usable reserves was driven by the payments for the Adult Education Budget.</p>			

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WMCA Board

Date	18 September 2020
Report title	Comprehensive Spending Review Representation and Economic Recovery Update
Portfolio Leads	Finance - Councillor Bob Sleigh Economy & Innovation - Councillor Ian Brookfield
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority email: deborah.cadman@wmca.org.uk tel: (0121) 214 7200
Accountable employee	Julia Goldsworthy, Director of Strategy email: julia.goldsworthy@wmca.org.uk tel: (0121) 214 7941
Report has been considered by	Programme Board Overview & Scrutiny Committee - 7 September 2020

Recommendations for action or decision:

WMCA Board is recommended to:

- (1) Agree the Comprehensive Spending Review representation, to be submitted to the Treasury on behalf of the WMCA (Appendix 1)
- (2) Note the update on economic recovery, following the July board paper on this topic.

1. Purpose

- 1.1 To share the proposed representation to the Government's 2020 Comprehensive Spending Review, representing constituent members of the West Midlands Combined Authority, for sign-off.
- 1.2 To provide an update on the work to drive economic recovery, including the 'Recharging the West Midlands' submission to Government.

2. Comprehensive Spending Review Representation

- 2.1 In July, guidance was published by HMG on the 2020 Comprehensive Spending Review. It set out that:
 - The deadline for representations is 24th September
 - Representation should contain 'policy suggestions for the upcoming fiscal event and explain the desired outcome, policy rationale, costs, benefits and deliverability of proposals. It should be evidence-based, with clear arguments on how it contributes to the aims of the Comprehensive Spending Review.'
 - The review will set UK Government departments' resource budgets for the years 2021/22 to 2023/24 and capital budgets for the years 2021/22 until 2024/25.
- 2.2 The Guidance indicates that the CSR will prioritise:
 - strengthening the UK's economic recovery from COVID-19 by prioritising jobs and skills
 - levelling up economic opportunity across all nations and regions of the country by investing in infrastructure, innovation and people – thus closing the gap with our competitors by spreading opportunity, maximising productivity and improving the value add of each hour worked
 - improving outcomes in public services, including supporting the NHS and taking steps to cut crime and ensure every young person receives a superb education
 - making the UK a scientific superpower, including leading in the development of technologies that will support the government's ambition to reach net zero carbon emissions by 2050
 - strengthening the UK's place in the world
 - improving the management and delivery of our commitments, ensuring that all departments have the appropriate structures and processes in place to deliver their outcomes and commitments on time and within budget
- 2.3 The Chancellor also emphasised that this CSR provides the opportunity to deliver on the third phase of coronavirus recovery activity, including 'commitments made in the March Budget to rebuild, level up and invest in people and places spreading opportunities more evenly across the nation.'
- 2.4 Members of the WMCA agreed to develop a joint representation to be signed off by WMCA Board, centred around a strategic narrative of 'levelling up' and 'green recovery', with a core foundation of sustainable funding:

- Levelling Up – closing regional gaps, boosting productivity, increasing human capital
 - Green Recovery – creating a fairer, greener, healthier region post-COVID
 - Sustainable Funding – establishing a long term settlement for local government finances, and the funds we need to reset and recover.
- 2.5 Development of the submission was broken down into four thematic ‘projects’, each with appointed leads from the WMCA and a Local Authority:
- Infrastructure
 - Economy and Skills
 - Public Services
 - Financial Sustainability
- 2.6 The representation has been developed to align with the work being progressed by the Devolution Strategy Group on the *Local Recovery and English Devolution White Paper*, including the submission made on behalf of the region on 14th August.
- 2.7 The representation also takes forward the proposals outlined in the ‘Recharging the West Midlands’ investment proposition. Below is a table outlining how the CSR takes forward the different elements in the Recharge plan:

Recharge Proposal	CSR Proposal
Gigafactory	2.2 Business resilience and productivity, plus a specific proposal provided alongside this submission for HMT consideration
Project GREAT	
VLR development and testing	1.2 Transport infrastructure
EV charging infrastructure	1.2 Transport infrastructure - network charging stations
Regional retrofit programme	1.4 Residential and Commercial Development <i>(Regional retrofit programme)</i>
Repowering the Black Country	2.2 Business resilience and productivity <i>(Business Transformation and Diversification)</i>
HS2 Interchange	1.3 UKC Hub
Curzon Street/Digbeth regeneration	1.2 Transport Infrastructure 2.3 Culture & Placemaking Investment Programme
Cultural Catalyst Programme	2.3 Cultural & Placemaking investment programme
Birmingham Health Innovation Campus	2.2 Business resilience and productivity <i>(Innovation and R&D)</i>
Resilience in supply chains for med tech manufacturing (ReSCue)	2.2 Business resilience and productivity <i>(Innovation and R&D)</i>
Grand Central Diagnostics Hub	3.5 Levelling-up health in the West Midlands
Radical Health Prevention Fund	3.5 Levelling-up health in the West Midlands
Fibre network extension	1.4 – Residential and Commercial Development

5G application accelerator digital innovation fund	2.2 Business resilience and productivity <i>(Equity Finance)</i>
East-West extension	1.2 Transport Infrastructure
Sprint Bus	1.2 Transport Infrastructure
Upgrading rail services	1.2 Transport Infrastructure – including WMRP
Enhancing local connectivity	1.2 Transport Infrastructure
Urban Transformation Fund	1.4 Residential and Commercial Development
Regional Affordable Housing Fund	1.4 Residential and Commercial Development <i>(RAHF)</i>
National Brownfield Institute	Funding secured.
Regional AMC Accelerator Fund	1.4 Residential and Commercial Development
Supporting young people with training and jobs	2.3 Integrated Employment and Skills Ecosystem <i>(Future Skills; Future Jobs)</i>
Getting the WM back into work through retraining	2.3 Integrated Employment and Skills Ecosystem <i>(Getting the West Midlands Back to Work)</i>
Upskilling our workforce	2.3 Integrated Employment and Skills Ecosystem <i>(Future Skills; Future Jobs)</i>
Speed to Scale programme	2.2 Business resilience and productivity <i>(Innovation and R&D)</i>
Restart, Reposition, Transform	2.2 Business resilience and productivity <i>(Business Transformation and Diversification)</i>
Pivot to Prosper and Productivity Factory	2.2 Business resilience and productivity <i>(Business Transformation and Diversification)</i>
Enterprise Investment Growth Fund	2.2 Business resilience and productivity <i>(Equity Finance)</i>

Acronyms: GBF – Getting Building Fund; NBF – National Brownfield Fund

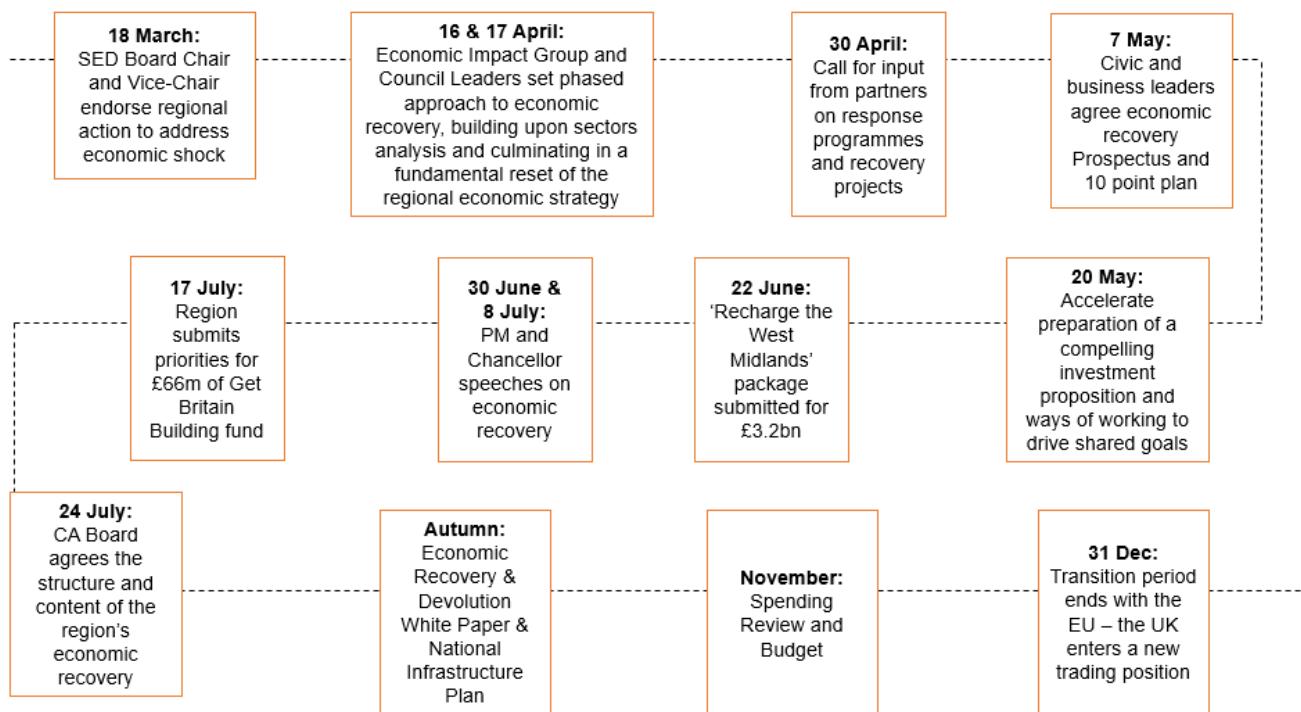
- 2.8 The submission also progresses our work on community recovery, building on the information shared by RCG members on priorities for regional activity.
- 2.9 Engagement has already begun on key proposals in this document and will continue through September to ensure emerging proposals align with government thinking and are reflected in submission to Treasury, and the eventual Comprehensive Spending Review.
- 2.10 The representation is attached at Appendix 1. This is a summary document, which outlines the proposals, their key outcomes, and the total financial ask. More detailed proposals sit underneath each of these summaries that include a full strategic case, information on deliverability, and a more detailed breakdown of funding. These detailed proposals are available on request and will form the full representation to Treasury.

3. Economic Recovery – Update

- 3.1 Evidence from previous economic crises shows the importance of both mitigating economic harm to communities and businesses and stimulating growth in new industries to accelerate recovery. There will be different phases of economic recovery which will be determined by:
- Public health conditions and the speed and effectiveness of a vaccine / treatment
 - Effectiveness of global and national economic support
 - Business and consumer confidence and new megatrends around behaviours, technologies and trade.
- 3.2 The region's challenge is twofold:
- a) Address the cyclical economic downturn by building confidence and momentum with the right interventions and investments at the right moment.
 - b) Use the process of economic change to address the structural priorities of the region's economy, in-line with the local industrial strategy. This will drive a more productive economy through our distinctive sector strengths and improving the foundations of productivity (business environment, ideas, infrastructure, people, place). For the region the outcomes are better living standards for all, more resilient local economies and achieving our net zero carbon ambitions. For the UK, the outcomes are helping to levelling-up outcomes across the country and capitalising on the UK's future trading position.
- 3.3 WM-Redi, working with the WMCA's Office for Data Analytics, has produced a weekly Monitor¹ which captures the economic impact of the pandemic. Some of the common themes that have emerged from national, local and international evidence include:
- *Ability to work - and learn - from home*: a University of Birmingham study found people without a degree, with household incomes below £50,000, less than £5,000 savings and people who rented from local authorities or housing associations were less likely to be able to work from home. Meanwhile, for learners, the closure of schools and colleges has exacerbated the digital divide, where households that don't have internet access have fallen behind in learning progress.
 - *Risk of furlough*: ONS analysis of furloughed employees shows that young women were the group most likely to be furloughed (61% of 17-year-old women in work), while men and women in their 40s and 50s were least likely to have been put on the scheme.
 - *Spatial distribution of risk sectors*: the pandemic has particularly affected certain sectors (e.g. tourism and cultural events, travel, hospitality, certain manufacturing sectors) and this means that economic affects will be concentrated in local economies.
 - *Recruitment and labour markets*: studies over previous recessions show employers take fewer risks on young people with less experience than their older peers and the consequential sustained periods of unemployment for young people can scar their long-term earnings and skills prospects.

¹ See: <https://blog.bham.ac.uk/cityredi/back-issues-of-the-west-midlands-weekly-economic-impact-monitor/>

- 3.4 Using that evidence, the region has been proactive to shape, rather than react to, the economic curve. Over the past six months, the region's political and business leaders have taken steps to towards the region's economic recovery:



- 3.5 The region's approach is guided by four principles:

- Acting quickly and based on high-quality evidence, with economic recovery planning beginning in mid-April.
- Emphasis to not just return to the old economy but use the change to embed the region's ambitious aims to create an inclusive, net zero carbon economy.
- To work collaboratively on agreed priority outcomes that reflect the different economic priorities across the region, with interventions being delivered at the most local level.
- Embedding a strong and ongoing business voice in economic activity.

- 3.6 The WMCA Board agreed the region's economic recovery plan on 24 July, which constitutes four complementary parts. Work is underway on all, but they each result specific products at different times, reflecting the different phases of the economic crisis:

Components of the regional economic recovery
1. Overview, including the phasing and unpredictability of recovery and 10-point plan
2. Intelligence and analysis – including the State of the Region report <ul style="list-style-type: none"> • regional assets • impact of Covid-19 • sector impacts • new global megatrends and implications for West Midlands
3. Short-term case to government – including ' Recharge the West Midlands ' and the Getting Building Fund <ul style="list-style-type: none"> • recovery drivers – electrification, using our assets, healthcare innovation • enablers – infrastructure, housing, people • business support and public services • responding to calls from government departments
4. Long-term reset of economic strategy - including the submission to the Local Recovery and Devolution White Paper <ul style="list-style-type: none"> • outcomes framework identifying the measures of a successful recovery • policy priorities <ul style="list-style-type: none"> ◦ foundations ◦ sector plans ◦ sub-regional plans • ways of working within the region (e.g. business engagement, institutions) • ways of working with Government (powers and resources)

4. Short-term work and 'Recharge the West Midlands'

- 4.1 'Recharge the West Midlands'² is the region's collective proposition to government to stimulate economic recovery and boost business and consumer confidence. It depends on a range of partners to secure investment and deliver the projects. The work was overseen by an Economic Recovery Steering Committee of WMCA Portfolio Holder for the Economy and Innovation (Councillor Ian Brookfield), SED Board Chair (Tim Pile), Mayor Andy Street and WMCA Chief Executive Deborah Cadman, with regular updates and opportunities for input provided to the Mayor/Leaders Forum and via local authority Economic Development directors.
- 4.2 Its target was to influence government decisions ahead of the summer recess. The proposition built upon the region's long-term strategic direction expressed in the local industrial strategy and #WM2041, the February 2020 Budget submission and partners' pipelines. As a speculative proposition to government, there was no guidance so the Steering Committee decided that the projects within the proposition should be of an ambitious regional scale, distinctive to the West Midlands and mix of established priorities and new thinking that addresses recent economic consequences of the pandemic.

² <https://www.wmca.org.uk/media/3975/west-midlands-economic-recovery-our-ask-and-offer-hd-spreads.pdf>

- 4.3 Over 160 projects from local authorities, LEPs, universities and the WMCA formed the basis of the original pipeline. This was refined in conjunction with LEPs based on:
- Scale and regional impact
 - Being able to mobilise quickly and have an impact on the real economy
 - Alignment to regional and central government priorities – particularly the levelling-up and inclusive growth and net zero carbon
 - Drives a sustainable and rapid recovery from the Covid-19 economic shock
 - Reflects post-Covid behaviour and market changes
 - Value for money requirements
 - Broad-based regional support

5. Announcements and next steps

- 5.1 The Prime Minister and Chancellor each made speeches ahead of Parliament's summer recess, where they announced an intention to 'build, build, build' and a plan for jobs. Subsequently, departments set out discrete spending plans, including £66 million for local prioritisation in the West Midlands through the Getting Building Fund and national spending programmes.
- 5.2 Across all 31 asks in '*Recharge the West Midlands*', **18 propositions** have been either allocated funding or are in policy areas where we believe the Government has allocated money and we will continue to push for the swift confirmation of funding for the West Midlands. The projects continue to be pursued by the respective project lead and broadly fall into four categories, with the Steering Committee providing oversight and particular focus on those projects subject to immediate Government interest:

Projects where funding is secured – such as the National Brownfield Institute and VLR Innovation Centre
Projects that are being addressed through nationally-led programmes – such as the Kickstarter scheme and Retrofit/Green Homes Fund
Projects that are subject to immediate government interest – such as Advanced Methods of Construction in housing, manufacturing advice for business and Project GREAT
Projects relevant for the Comprehensive Spending Review – such as the Speed to Scale institute or single infrastructure pot to fund vital road, rail, bus, metro and digital projects

- 5.3 In addition to the projects included in the '*Recharge*' proposition, we estimate the Government has provided **c£4.82bn of further support** for the West Midlands over the last few months through schemes like grants for small businesses, furloughing and additional funding for councils. A full analysis of funding is provided in Appendix 2.
- 5.4 '*Recharge the West Midlands*' has been used as a foundation of the region's submission to the Comprehensive Spending Review. Although by its nature that submission is longer-term and more strategic than the *Recharge proposition*, many of the projects are ambitious examples where the region has developed and compelling plans to drive inclusive and green growth, given the right investment and powers from Government.

6. Financial Implications

- 6.1 There are no direct budgetary or financial implications as a result of approving the recommendations within this report.
- 6.2 The financial content of the CSR submission incorporates input from Local Authority Finance Directors and LEPs. It draws upon the proposals within the 'Recharge the West Midlands' document submitted to Government that detailed £3.2bn of initiatives to help accelerate the regional recovery in the midst of the pandemic.
- 6.3 Importantly, the CSR document retains a significant focus on the financial resilience of Local Authorities, the Combined Authority and the LEPs and progress in this area with Government will be critical towards the delivery of core local services and delivery of the additional aspirations outlined within the CSR submission.
- 6.4 The financial freedoms and flexibilities as outlined have the potential to enable the ongoing financial sustainability of these organisations and are consistent with the proposals contained within WMCA's Devolution White Paper submission to Government. It is hoped the CSR submission will encourage Government to enter a dialog about how we may be able to make use of such additional powers, freedoms and flexibilities for the benefit of the region.

7. Legal Implications

- 7.1 There are no general legal implications arising from the contents of this report however specific grants and funding streams that are secured for the region will require specific legal consideration around grant or funding agreements at the appropriate time.

8. Inclusive Growth Implications

- 8.1 The inclusive growth implications of the economic recovery programme are potentially significant, and it is vital to take a consistent approach to unlocking inclusive growth across the Recharge programme, and across any further investment resulting from the Comprehensive Spending Review. WMCA's Inclusive Growth Unit has created specific guidance from the Inclusive Growth Decision-Making Framework and Tests to allow this to happen and is applying this to all of the business cases that underpin the Recharge programme. This guidance allows WMCA and its partners to identify the people who need to benefit from the investment, and to define – through policy, connected investment and existing service delivery – how the value of that investment will accrue to them.
- 8.2 The beneficiary groups can be identified in a number of ways, and existing work from the Homelessness Taskforce, the Regional Health Impact of Covid-19, as well as locally led crisis responses, will ensure that the people who are currently living precariously are considered and invested into across the programme.

- 8.3 Investments will also have to be consistent with WM2041, notably in contributing positively to reaching net zero carbon by 2041, and by improving the region's overall resilience to climate change. This is achievable across the economic recovery programme but will require an approach to investment and development that places climate change adaptation and mitigation on a par with productivity and job creation.

9. Geographical area of report's implications

- 9.1 Whole of the WMCA area.

10. Schedule of Background Papers

Appendix 1 – Comprehensive Spending Review Representation - Summary

Appendix 2 – Analysis of COVID Government Funding in the West Midlands

West Midlands Comprehensive Spending Review Representation

We will rebuild our region to recover from the pandemic and level up.

The West Midlands is a region that has bounced back from adversity many times before. We will seize the opportunities that come from recovery – seeking investment in new markets, upskilling our workforce, protecting our environment, strengthening our communities, supporting young people and repositioning the region as a leader in the national economy.

Delivering this Government's 'levelling up' agenda

Prior to the pandemic the West Midlands was the fastest growing region outside of London, breaking through the £100bn economic output mark in 2019-20. Our success is powered by a young and diverse workforce and key regional assets like HS2, our internationally competitive universities, and being the heart of the UK's automotive and manufacturing industries.

Yet Covid-19 has hit the region hard. Our young diverse population and sectoral mix made us vulnerable to the impact of the virus and lockdown. But they are also our greatest assets for growth. There is a lot to look forward to – next year the region will host the City of Culture in Coventry; and will then be the site of the Commonwealth Games.

Our 'Recharge the West Midlands' economic recovery plan set out a £3.2bn package to create or safeguard 135,800 jobs for our residents, support 154,400 young people and workers, and build 35,000 new homes. This representation takes forward our Recharge proposals over the full CSR period and combines them with a series of interventions to support community recovery through public services – tackling inequalities and supporting vulnerable communities.

We need to rebuild on a foundation of sustainable and empowered local institutions.

Local government has been at the core of our regional coronavirus response and will also be central to driving recovery. In order to deliver on our ambitions, we need to secure a long-term, sustainable settlement on local government finances.

This representation builds on our submission to the *Local Recovery and English Devolution White Paper*, in which we set out the enhanced powers and flexibilities that would enable us to deliver the Government's agenda. We are focussed on activity taking place at the right spatial level, ensuring power remains as close as possible to our communities and that the whole system works together as one to improve their lives.

A shared vision to recharge the West Midlands economy.

We welcome this Government's early support for our Recharge economic recovery plan, including £14m for Very Light Rail schemes in Dudley and Coventry and £15m for the National Brownfield Land Institute in Wolverhampton. Proposals in this representation take forward these ambitions, including:

- A fully coordinated £1.9bn business growth programme across the West Midlands to improve productivity, business survival, leadership and innovation – including a regional Gigafactory and Project GREAT to enhance our automotive sector.
- A £732m package joining up all training, skills and employment interventions to help people back into work and equip young people with the skills for future jobs.

- A £369m plan to boost the West Midlands' cultural offer, so inward investors and skilled talent is retained by a great quality of life. This will use the unique shop-window of Coventry City of Culture and support cultural offerings across the region including the Wolverhampton Grand Theatre and Sandwell's Festival Site & Country Park.

A better-connected regional economy needs 21st century infrastructure.

The region has a strong record of delivering key infrastructure projects enabling us to double the number of homes built annually since 2010 and rapidly expand our bus, metro, cycling, and rail networks.

We have set out proposals to go further and faster, with a £2.5bn rolling, five-year single infrastructure package covering £1.5bn of transport investment, £700m of housing, energy, and digital interventions, and approximately £300m to bring forward the ambitious development plans around the HS2 Interchange station in Solihull by 4-5 years, creating 16,000 jobs. This 'single pot' enables delivery of core elements of our Recharge plan, including bringing back stations at Willenhall, Darlaston, Moseley, Kings Heath and Hazelwell, accelerating the development and use of Advanced Manufacturing in Construction techniques, and tackling acute housing affordability challenges through a £400m Affordable Housing Fund and a bold "Homes for Covid Heroes" key worker programme.

Protecting the most vulnerable means rethinking and supporting public services.

Covid-19 has exacerbated many of the inequalities across our region. Recovery from the pandemic will require us to rethink how we live, work and deliver public services for the good of all communities. The impact of high death rates from Covid-19 among Black and Asian populations is a particularly urgent and core challenge to address. We have proposed projects to address social challenges, ensuring all interventions take place at the right spatial level:

- Tackling homelessness, building on the success of 'Everyone In'
- Reducing regional health inequalities by investing in prevention and innovation
- Building public service resilience, focussing on the role of civil society and the most at-risk children and adults
- Supporting children in court-ordered care and custody, through a regional Safe Centre
- Improving public sector data analytic capacity to make better decisions

Our proposals focus on the opportunities of a green recovery.

The West Midlands was at the core of the industrial revolution, and we will be at the core of the green industrial revolution. We are committed to reaching our net zero target of 2041, whilst also recognising that an environmental focus presents enormous opportunities today:

- Within our infrastructure and skills proposals, we have set out plans to retrofit homes and support the energy transition, creating new jobs and tackling fuel poverty.
- Decarbonising our industrial base is at the centre of our vision for economic recovery, including support for a Gigafactory.
- Our vision for natural capital, including a West Midlands National Park, will boost wellbeing, increase the number of people cycling and walking, and attract and retain a skilled and healthy workforce.

West Midlands CSR Representation – Summary Document

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1. Infrastructure

1.1 The Single Pot Approach

Building on recommendations of the National Infrastructure Commission, the WMCA wish to collaboratively develop a rolling five-year infrastructure programme supported with the necessary coherent and consistent funding. This single approach has a specific focus on critical enabling infrastructure such as transport, housing, energy, natural capital and digital connectivity to drive the jobs and growth of the future and coherent response to the Covid19 pandemic. WMCA are partnering with Greater Manchester CA and Liverpool City Region CA to become the national champions of this new approach, which builds on the clear direction of travel Government has set in recent years.

How would it work

This approach would be a partnership deal and would include central government bodies such as Network Rail, Highways England and Homes England on any programmes in our area, where outcomes and outputs were collectively specified. Locally, the WMCA would be charged with overseeing the implementation of the five-year programme, working closely with other CA local authorities, and with true accountability to its local community. This would reduce time-limited competitive funding bidding, which are run by separate departmental and include different evaluation and monitoring systems, and instead move to an efficient approval process system, based on the adopted Single Assurance Framework we already have in place to help accelerate delivery.

It could include the recent allocations of the Brownfield Land Fund, but also appropriate proportions of the £4.2bn of intra-city transport settlements, funding for local road enhancements and maintenance, the Housing Infrastructure Fund, and consideration of other relevant funds across low carbon and digital infrastructure. As with past funding arrangements, we would welcome an open conversation about financing of this programme including any local contribution.

We believe there is a significant growth premium to be achieved through creating a more devolved, integrated, consistent and long-term approach to infrastructure funding. The ultimate aim of this work is agreement to implement the NIC recommendation on infrastructure budgets as part of the Comprehensive Spending Review and National Infrastructure Strategy.

Where it could work

- *Dudley Interchange (quick win, shovel ready)*

A great example is the integrated transport and regeneration scheme, between WMCA, the Black Country LEP and Dudley Council working closely with private sector partners in the town centre of Dudley at Dudley Interchange.

Similar to the development and delivery of Wolverhampton Interchange (and building on lesson learned from its delivery), this scheme faced a number of barriers to progress: a complex landscape of national and local funding regimes (including differing approval processes) and multiple bodies required to deliver elements of the scheme. However, with the strength of local partnerships to overcome these issues, the delivery of the Interchange is now having a catalytic impact, by successfully attracting new investment into this area of the city and leading the positive transformation of the City of Wolverhampton.

The consequences of all these different separate departmental funding pots to different criteria and timescales and going through different national and local assurance frameworks, is we locally are having to pull together a mix and blend of certain and uncertain funding and submitting different business cases to future high street, town centre fund, WMCA investment

programme, OPE and brownfield land funding to name but a few, to ensure the scheme can be funded and delivered on the ground. Such an approach in public funding hinders robust programming, private sector leverage and co-investment, resulting in delays and fragmented programme management.

- *UK Central Hub (through the CSR spending period)*

A future single package approach could bring forward the ambitious development plans around the HS2 Interchange station in Solihull by 4-5 years. The area around the station, known as UK Central Hub, is currently Britain's largest and most exciting development opportunity.

With clear and consolidated Government investment to match substantial private sector and regional investment in the site, we could bring forward prime commercial development with high-tech manufacturing and innovation facilities, including a world class Health & Innovation Campus, creating 16,000 jobs, 4-5 years earlier, and delivering clear benefits to residents within the term of this Parliament. Significant investment has already been made by the WMCA and Solihull Council in enabling infrastructure.

How we work with government – assurance and outcomes

Having greater flexibility in place over funding programmes and the opportunity for local targeting, aligned to an agreed set of outcomes and outputs across Government, would help to make the most out of our resources but also ensure we invest in the right projects at the right time in the right place and maximise our intervention effectiveness.

This would also allow the WMCA to be more agile and responsive in delivering our bold ambition, provide improved local accountability, allow for a long-term infrastructure pipeline to be planned and brought forward at pace, provide greater certainty to private sector investors and help to build better places. The WMCA would be fully accountable for spend and delivery of outputs and outcomes.

What resources we need

A single infrastructure package provides circa £2.5bn of investment over the first five- year period (2021/2022 to 2025/2026). The resources can be profiled over a number of years and would need close collaboration with government to develop this further.

Projects	Total (£m's)
- UKC Hub (<i>includes £95m recharge proposal and future ambitions</i>)	334.9
- Transport (<i>includes recharge projects, future local spending and future ambitions</i>)	1500
- Housing and Land (<i>includes recharge submission and future ambitions</i>)	700
Total	2534.9

1.2 Transport Infrastructure

Proposal Summary
<p>In order to enable long term, green economic and community recovery, supported by a transport system fit for the future, we will focus on three priority areas:</p> <ul style="list-style-type: none">• Future transport system and economy - by continuing to put the West Midlands at the forefront of digital infrastructure transformation and accelerating the transition towards a zero-emission transport system.• Sustainable funding and financial flexibility - to deliver the transport elements of a single pot infrastructure fund, and revised options for raising the transport levy.• New tools to level up and deliver a green recovery - including greater flexibility to integrate our transport system and the local retention of revenue generated from transport enforcement activities, delivering double devolution.
Outcomes
<p>Delivery of an integrated transport system providing new strategic connectivity from HS2 to the world class stations at Curzon & Interchange including the next stage development of 'Metro Crossrail' East Birmingham to Solihull (EBS) extension and Very Light Rail. This will provide enhanced accessibility and increase the percentage of residents able to access 3 or more strategic centres including Birmingham city centre, accessible by public transport within 45 mins travel time in the am peak.</p> <ul style="list-style-type: none">• 1 revitalised gateway station – Perry Barr (BCR: 2.3)• 5 new stations – Darlaston, Willenhall, Moseley, Kings Heath, Hazewell.• 125km new segregated Sprint routes - A34 Birmingham to Walsall & A45 Birmingham to Solihull/Airport – (BCR: 3.0)
<p>Delivers a zero-carbon transport system through rapid, significant investment in active travel options, public transport, alternative fuels and digital technologies.</p> <ul style="list-style-type: none">• 193km of new cycle ways (full LCWIP delivery)• Delivery of circa 2,250 7-11kwh chargepoints• Delivery of 10 ultra -rapid transit stations• Delivery of 60 Opportunity Charge high power chargepoints for bus• Delivery of 2 large Hydrogen charging stations / Delivery of 2 large CNG/LNG fuelling stations• Delivery of 300 Rapid 50 kwh chargepoints• Delivery of 120 Ultra-Rapid Charger (150kW plus)
<p>Builds the West Midland's reputation as a world leader in transport innovation</p> <ul style="list-style-type: none">• The West Midlands is the UK's first Future Transport Zone and the UK's first 5G connected urban area. At the heart of the UK, it is leading industry and Government innovation and research into clean, electrified, connected and integrated transport and we will continue to grow the West Midlands role as a world leader in Future Mobility.
CSR Financial Ask: £1.5bn capital, £87.3m revenue

1.3 UK Central Hub

Proposal Summary

The UKC Hub site is one of the country's most strategically important development areas and a major driver of regional and national economic growth. It is home to the proposed HS2 station that, alongside a unique set of exiting international assets including Birmingham Airport, the National Exhibition Centre, Birmingham Business Park and Jaguar Land Rover's Solihull plant, will form a national and international gateway and economic accelerator.

The vision for UK Central is to "become a globally renowned point of connection in the country and beyond, and a major engine for economic growth at a regional and national scale". This is a unique national opportunity for post-Covid recovery and post-Brexit growth, delivering a blend of commercial and residential development to form a new business city for the UK just 35 minutes from central London, creating a fairer, greener, healthier region, post- COVID 19.

As stated in our 'Recharging the West Midlands' submission an upfront investment from the Government of £95M of capital grant funding to support the HS2 Interchange Station can catalyse this project (we have described this as 'interchange waterfall'). An additional 20 hectares of land can be made available for commercial development around the HS2 station and we can enhance the density and quality of an additional 30 hectares of development land through the development of a multi-storey car park. The HS2 base-case design includes 7,440 surface car parking spaces, laid out to the west and east of the station. The Urban Growth Company have agreed, in principle, to rationalise all HS2 related parking to the east of the track, enabling this broader development to move forwarded.

This proposal is a core part of our HS2 Growth Strategy focused on ensuring that our supply chains can capitalise on the unprecedented business opportunities presented by HS2 and the Midlands promotes itself on an international scale attracting significant inward investment. Work has already begun to build on the HS2 Business & Supply Chain pilots, to both identify the business support needed to help facilitate delivery of HS2 and to address potential impacts of the COVID-19 pandemic. A major priority is to support more of our businesses, especially manufacturers, to innovate and diversify both in terms of nature of products/services and markets served to take advantage of the wide range of possibilities that HS2 and associated investment projects bring.

OUTCOMES

By maximising the existing assets and emerging opportunities, the business case for UKC evidences that investment in the infrastructure required for the preferred option to capitalise on UKC Hub's potential will unlock significant benefits including:

- 70,000 New & Safeguarded Jobs
- 650,000m² of new commercial development
- 5000 New Homes
- Over 900 hotel beds
- Net additional GVA of £6.2bn per annum once completed
- 21st Century Transport Hub and Connectivity Exemplar
- Delivery against #WM2041 Active Travel & Cleaner Transport
- Creating a fairer, greener, healthier region post COVID – 19

The £95m 'interchange waterfall' element of the proposal will secure:

- At least 6.5m ft² of commercial development
- 3000+ new homes
- 16,000 net additional jobs
- High quality aspirational public realm at HS2 Interchange

1.4 Residential and Commercial Development

Proposal Summary

This package of investments will enhance our housing, town centres and regeneration infrastructure to accelerate development and stimulate a sustainable economic recovery. These proposals build upon the asks in our “Recharge for the West Midlands” investment case to Government – namely a £400m Affordable Housing ask, £200m Brownfield Funding, £250m Retrofit and fuel poverty ask and a £50m Advanced Manufacturing in Construction ask, alongside an additional £50m energy transition proposal and a 5G barrier busting programme.

A long-term single infrastructure fund will provide the infrastructure crucial for levelling up, boost economic recovery, revitalise and repurpose urban areas, alongside helping to deliver the West Midlands Industrial Strategy, Regional Energy Strategy and #WM2041 goals. Our place-based approach will demonstrate visible impact in urban areas and leverage private sector investment through restored market confidence. The proposals will enable and unlock residential and commercial development through multiple and complementary interventions – leveraging public land, accelerating AMC supply and capacity, delivering more high-quality affordable housing, tackling fuel poverty, investing in energy and 5G infrastructure - to drive build quality, support town centre renewal and ensure housing and employment delivery happens at scale and pace.

Through our clear approach, robust governance and assurance processes, and comprehensive pipeline of future proposals the West Midlands is in prime position to seize the opportunities for the future and address the risks of stalling delivery investment. Our track record shows that the region can turn this investment quickly into delivery, with the public and private sector team approach that turns the theory of regeneration into reality.

OUTCOMES

- Brownfield regeneration programme to unlock a minimum of c13,000 new homes
- 15,000 additional affordable homes
- 10x town centre investment programmes to accelerate homes, jobs and growth in urban centres working in partnership with local authorities and LEPs
- Maximising existing urban land opportunities, new and planned transport investment and showcasing transformational public land projects to enable green belt protection, new housing supply and repurposing of town centres, and digitally connected premises
- 5,000 new homes built using the most advanced eco-friendly modular construction techniques and accelerated development of a new generation of built environment experts and a new pipeline of construction skills and careers opportunities focused on enhanced digital and manufacturing expertise; plus the application of AMC to the retrofit market, in line with the region’s #WM2041 Plan and ambition to achieve a zero carbon homes standard by 2025
- Tackling fuel poverty through tailored energy efficiency measures on 6000 targeted properties p.a. with closer integration with local authorities and other agencies and more effective advice and procurement methods. Over 1,000 jobs created, 240 jobs safeguarded; retrofit internship programme for 1000 graduates.
- Whole-house retrofit scale-up programme to convert 50,000 homes by end of 2022 (subject to further green financing). Immediate conversion of Exemplar Advanced Manufacturing Construction factory to scale-up insulation panels and retrofit products. Integrated technology retrofit skills programme for over 10,000 learners. Digital supply chain ‘technology stack’ that links housing stock evaluation, design, procurement, manufacture, installation, operation and maintenance, with over 20,000 new jobs created and 5,000 secured.
- Full fibre rollout will lead to productivity gains for Local Authorities and selected schools in deprived areas without full fibre of 2% which equates to a benefit of up to £50m over 20 years. Similar benefits would also apply to hospitals and other public services (to be quantified).

CSR Financial Ask: £989.4m capital, £123.7m revenue

1.5 Natural Capital

Proposal Summary

Green and blue infrastructure (often referred to as ‘natural capital’) plays an invaluable role by facilitating and encouraging better physical and mental wellbeing, as well as by mitigating the effects of climate change through carbon offsetting and contributing to efforts around adaptation and resilience. The advent of the Covid-19 pandemic has brought the importance of green and blue infrastructure into focus, where access to high quality green space has been cherished by those lucky enough to have it, and longed for by those that do not.

Lack of access to green space has been felt harder in the dense, urban areas common across our region, many of which also suffer from high levels of deprivation relative to their leafy suburban neighbours. Research by the New Economics Foundation (commissioned by WMCA) shows that there is significant variation in publicly accessible park and green space provision per person in the West Midlands, with the equivalent of up to 151sqm in Solihull but only 16sqm in Wolverhampton (this will disguise local variation).

To address this deficiency, and to help us meet our target of zero carbon emissions by 2041, we propose to create a Green Infrastructure Fund to help regreen our towns and cities.

OUTCOMES

The fund would be used to implement a range of planned projects, including:

- Planting 1 million trees across the West Midlands by 2025, regreening the most deprived areas of the West Midlands and adding to our Virtual Forest project.
- Establishing 100 community green projects across the region guided by the data indicating where there is currently inequality of access.
- Support for the West Midlands National Park – scoping and delivering the first 5 projects across the West Midlands, working closely with our partners at Birmingham City University.
- Expanding Wildlife Ways, a highly successful urban wildlife programme run by Solihull Borough Council (currently part ERDF-funded).
- Regreening developments where the benefits of green infrastructure were not given enough attention at the time of construction.
- Auditing access to greenspace to develop our evidence base and allow better targeting of green infrastructure so that we ensure maximum impact in deprived communities.
- Developing a Local Nature Recovery Strategy/ strategies in line with the requirement in the upcoming Environment Bill.
- Alignment with regional infrastructure opportunities, for example Coventry City of Culture 2021, the Commonwealth Games and HS2.
- Better blue infrastructure to support regional biodiversity and better access for the people of the West Midlands

CSR Financial Ask: £80m Capital, £17.2m revenue

2. Economy and Skills

2.1 Business Resilience and Productivity Programme

Proposal Summary
This Programme provides pan-West Midlands support for our businesses focused on our sectoral strengths – supporting them to become more resilient and productive, benefitting our residents, the West Midlands and wider UK economy. Interventions are in 5 areas and draws upon the evidence and insight from the region's involvement in the MIT REAP UK programme: <ul style="list-style-type: none">• Business Transformation and Diversification, including low carbon business transformation (eg Repower the Black Country), targeted sector growth support (e.g. Made Smarter in the West Midlands), and support for major inward investment and sector transformation - such as electrification of auto and aero supply chains, including a Gigafactory and Project GREAT.• Strategic Business Leadership Skills to boost the business change cycle, as identified in BEIS' business productivity review• Equity Finance, including a "Fund of Funds" and early stage industry co-investment fund• Business-led Innovation and Research & Development, including Speed to Scale and rapidly scaling new healthcare technology proposals developed by the region's research-intensive institutions; and the next phase of a substantially scaled West Midlands Innovation Programme providing flexible approaches to demand-led innovation.• Place-based Enterprise Growth, providing more intensive support in business growth 'cold spots', including new enterprise centres and mentoring for target groups to level-up the playing field for entrepreneurship.
This programme learns from what works to boost business growth and productivity by being: <ul style="list-style-type: none">• a co-ordinated programme across the West Midlands• focused on the highest potential growth businesses to drive productivity, good jobs and inclusive growth while also providing a base level of support for all businesses• a commissioning-based approach to delivery with the most appropriate agency delivering the most appropriate intervention
This will be a jointly delivered programme of work at scale, drawing on the deep experience and capacity of the three Local Enterprise Partnerships and their Growth Hubs working with the WMCA and delivery partners – be they local authorities, universities, private providers or third sector agencies.
OUTCOMES
<ul style="list-style-type: none">• Creation of an additional 80,000 new jobs in the economy directly attributable to this programme• Increase in five-year survival rates for businesses (currently 42.1% of business births) to above the UK average (42.4%)• Productivity growth amongst businesses participating in programme of 3.5% year-on-year across programme (to meet WM GVA targets)• 2,200 businesses exporting for the first time• 5,000 business bringing new products or services to their business and/or market (measure of business investment in innovation)• 7,500 business increasing investment in new capital equipment and/or expenditure on research and development (proxy measure for productivity growth)• Increase in individuals qualified at level 3 and above of 40,000 directly attributable to this programme (proxy measure for investment in training)

CSR Financial Ask: £1.2bn capital, £721m revenue

2.2 An Integrated Employment and Skills Ecosystem

Proposal Summary

A programme of integrated employment and skills support that builds on our current place-based and collaborative approach to tackling unemployment and reskilling and upskilling residents to meet current and future skills needs. This approach aligns national, regional and local resources to join-up all training, skills and employment support interventions, to better target responses and maximise impact. It focusses on the most hard-to-reach communities, tackling inequalities that have been exacerbated by Covid.

Getting the West Midlands Back to Work:

- Co-commissioning employment support with DWP/JCP
- Ensuring employment support provision is inclusive and targeted
- Directing post-EU regional development funds into key gaps identified through our Employment Support Framework
- Implementation of Thrive into Work IPS model across the region aligning health and work outcomes

Future Skills, Future Jobs:

- Expand successful reskilling training programmes, linked to growth sectors including digital, construction, fintech, health and technology, low carbon and retrofitting
- Innovation – development of new provision through, particularly at Levels 3-5 through rapid prototyping, testing and mainstreaming to meet new and emerging skill needs eg green, tech etc that will drive recovery to expand the numbers of residents trained with relevant skills
- Improvement – of skills training facilities across further and higher education estates
- Using our Adult Education Budget to ensure there are clear pathways to higher levels and that those with no qualifications can be supported

OUTCOMES

- close our regional skills gap by training c.154,000 WM residents in L3-4 technical skills and c.164,000 WM residents in L4-5 higher-level skills
- contribute towards closing our employment and productivity gaps, increasing output per worker and wider GVA
- accelerate the achievement of our Regional Skills Plan priorities, specifically to:
 - create regional networks of specialist, technical education and training
 - deliver inclusive growth by giving more people the skills to get and sustain good quality jobs and careers
 - and strengthen collaboration between partners to support achieving more collectively
- deliver employment support to c.101,000 residents, supporting c.31,000 unemployed residents into work and supporting c.5,500 employed residents with in-work progression
- a regional co-commissioned employment support plan that aligns DWP, DfE and post-EU funding to ensure coherent services and support, reducing duplication and increasing progress into good work
- high quality employment support for 8400 people with health issues or disabilities, moving 2800 people into work
- direct support for a preventative approach into NHS strategies, plans and delivery models.

CSR Financial Ask: £168m capital, £564m revenue

2.3 Culture & Placemaking Investment Programme

Proposal Summary

This programme invests in the region's recovery and success through the lever of culture and tourism at a critical time; ensuring the success and legacy of our major events, the positive impact of our rich and diverse cultural communities and the huge growth and jobs potential that leveraging our creative, cultural and visitor economy sectors will bring to the West Midlands economy.

This programme will maximise the value of investments to date in UK City of Culture, Coventry 2021 (UKCoC), British Art Show No9, Black Country UNESCO Global Geopark and Birmingham 2022 Commonwealth Games (CWG), re-animating our high streets, creating new jobs and supporting small businesses, and maximising opportunity for our hyper-diverse communities.

Government support for the cultural and tourism sector to date has been focused on emergency funding for business survival until March 2021. This package builds on that support, catalysing the West Midlands unique and diverse cultural offer and maximising the part it will play in regional recovery and levelling up. The package includes:

- Enhancing the role of culture and tourism in towns and neighbourhoods, through investments in events, community schemes, and cultural and tourism infrastructure
- Support to restart cultural businesses, including leadership development, business model innovation, and improvements to the skills pipeline
- Development of cultural clusters, through investments in digital technology and brokerage organisations

OUTCOMES

- Region-wide economic impact- £4bn
- GVA uplift - £1.95bn
- Employment – jobs created or safeguarded 30,000+
- Businesses created - 250+
- Business assists - 1,500+
- Skills & Talent Development NVQ3/4+ - 1,000+
- Learners and volunteers benefiting 20,000+
- New cross-sectoral partnerships- 1500+
- Visitor Economy Uplift - £2bn+
- Stimulus to new private & public sector investments - £1bn+

Intangible outcomes and additional benefits

- Positioning region as 'world class destination' long term, and higher world ranking for the West Midlands as a top destination for visitor & business economy
- Increased levels of talent retention
- Increase in internal migration and inward investment
- Increase in social capital, social return on investment, social cohesion & community wealth
- Increase in diversity of business ownership, make-up of workforce and diversity of students in FE and HE
- Improvement in quality of life, overall happiness, and regional pride of citizens
- Improved life-chances and educational attainment of children & young people
- Increased vibrancy of high streets and town centres

CSR Financial Ask: Capital £295m, Revenue £74m

3. Improving outcomes in public services

3.1 Sustaining homelessness reduction post Covid-19

Proposal Summary
This proposal centres around three key interventions to prevent and relieve homelessness by supporting people into accommodation, helping them to retain their tenancies even when under threat of eviction, and to increase the supply of accommodation in the private rented sector.
<ol style="list-style-type: none">1) Housing First enables people to get off the streets and into secure tenancies. There is already a successful pilot in the region, which we would like to scale up and sustain to 2025.2) Recovery tenancies wrap support around people who have built up significant rent and other arrears and can be used by both social landlords and the private rented sector as an alternative to eviction, preventing homelessness.3) Local Housing Allowance Plus (LHA+) increases the supply of affordable private rented sector properties.
Both the Recovery Tenancy pilot and LHA+ can be run through a restricted fund that local authorities, RSLs and other partners can bid into.
OUTCOMES
<p>Outcomes</p> <ul style="list-style-type: none">• Enable local authorities to support more single people and homeless families (just under 1,000 households in total) to take up and sustain tenancies.• Test two new models of support for single people and homeless families to enable tenants to remain in their homes; landlords to meet social purpose, reduce voids and rent loss; and a reduction in homelessness presentations and associated LA costs e.g. temporary accommodation.
<p>Benefits</p> <ul style="list-style-type: none">• Continuation of support to 300 individuals currently in Housing First between 2021-23, honouring commitment to providing as much support for as long as required to ensure tenancies are sustained in the long term.• 240 additional individuals enter Housing First between 2021-23, with legacy support into 2023-25, including potential for the prevention and relief of crisis across the cohort.• Reduced social and financial burdens for families, landlords and LAs – 200 households supported for up to 12 months so that evictions are prevented through recovery tenancies.• Access to increased supply of affordable housing in the private rented sector, up to 250 households supported for 4 years preventing further homelessness moving forward.• Lower caseloads for local authority homelessness services.• Reduced pressure on acute services, including A&E.• A referral link created between private rented sector landlords to national and regional retrofit programmes.
CSR Financial Ask: £13.7m revenue

3.2 Investment in Public Service Data and Evidence Innovation

Proposal Summary

Through a collaborative partnership across public services and civil society, led by the West Midlands Office for Data Analytics (WMODA), we will create a programme of activity which will apply advanced data analytics to inform evidenced based decisions on how, where and when we deliver our public services. This will achieve better outcomes for residents, more targeted and timely delivery of public services and a greater openness and interoperability of data, increasing efficiencies and reducing risk. The programme will also build data skills capacity across the public sector.

A central shared service will provide analytical capability, data management, ethics, data sharing and evaluation expertise and leadership available to all public service providers in the region. It will provide opportunities for work placements and graduate traineeships to attract the brightest people with advanced skills into the public sector to collaborate on shared problems; establish and support communities of practice and collaborative networking to solve public service issues; and a shared data and analytics innovation fund to drive greater collaboration.

OUTCOMES

- Establish new regional shared service, creating 202 jobs and boosting GVA by £33.4m
- Provide CPD/bootcamp training in data analytics and evaluation to 1238 people, increasing GVA by £9m, with 60% from underserved groups (for example, BAME, women)
- Provide support to 245 public sector organisations on data science, including establishing a best practice network, increasing business productivity to contribute to a £27.3m GVA uplift
- Deliver 85 R&D projects in data analytics, leading to a £53.8 million increase in GVA
- Deliver 208 graduate student placement programmes, leading to £1.6m GVA uplift
- Make savings and efficiencies in the delivery of public services through specific projects and key technology innovation projects and investments
- numbers trained from local communities to access new and emerging careers (women, BAME, deprived areas)
- Commit to becoming self-sustaining within the funding period, through income from CPD and public sector stakeholders (local, national and international) buying the services of the central team. At the same time, we would generate private sector income for similar support services, training and sponsorship.
- Help prevent our best talent, or young people with potential leaving the region
- Evidence based decision making increasing transparency, which in turn increases trust. The better we become at leveraging the potential from data and evidencing our decisions, the more people will trust us.

CSR Financial Ask: £2m capital, £9.6m revenue

3.3 West Midlands Safe Centre

Proposal Summary

The Safe Centre will be a new facility, purpose built for safe and secure care for children. It will be used for court-ordered care and custody, with the aim of short-term respite to grow stability and self-esteem. The Centre will be supported by a whole-system care solution, to ensure that vulnerable children – who currently experience dire outcomes - are not left behind.

This unique project has already undertaken a feasibility study in collaboration with the region's Directors of Children's Services, WMCA, Police and Crime Commissioner and the charities Kibble and Catch 22.

OUTCOMES

- Each additional secure care episode avoided would avoid costs of £7,000 per child if the child would otherwise be in an average cost 'edge of secure' setting; £46,000 if otherwise in a standard residential care setting; or £124,000 if in a family environment. Costs avoided relate to the difference between costs of average secure placement (145 days at £6337 per week) and costs of other settings (£6000 pw edge of secure, £4,000 residential, £0 family).
- Recent analysis by the Hampshire Secure Welfare co-ordination unit shows that at least 52% of referrals the unit has received since 2016 are re-referrals, suggesting significant scope to reduce costs by reducing re-referrals.
- Each additional success in supporting a child to progress to less intensive care environments would reduce the costs of their care by from £52,000 to £208,000 per year.
- Long-term employment for over 100 skilled staff and supporting the development of the region's care workforce and training infrastructure.

Long term social benefits will accrue across multiple domains, including:

- Education and employment - There is evidence that the marginal economic return (lifetime) on achieving 1-2 GCSEs compared to no qualifications is estimated to be £140,000
- Reoffending - Average savings from preventing a repeat offender from reoffending at in excess of £100,000 – and far higher for prolific offenders.

CSR Financial Ask: Capital £36.5m, Revenue £3.1m

3.4 Building resilience into public services

Proposal Summary

This proposal seeks to boost the ability of people to manage the impact of loss and trauma on their work and life, by improving the flexibility, capacity and capability of the services and assets they use. This will reduce demand on statutory services and crisis intervention. It will maximise cross-agency and place-based working to prevent, reduce and respond to the factors which can lead to people living with multiple and complex needs being unable to contribute to or benefit from the levelling up of the West Midlands region.

The proposal is threefold; (1) **Improve**, a programme to improve understanding of trauma and, as a consequence, to support positive behaviour change in frontline workers, leaders and other intermediaries, enabling the West Midlands to become the World's first WHO-recognised trauma informed region. (2) **Innovate**, an innovation fund divided into three areas (a) children (b) adults (c) post-pandemic resilience and (3) **Resiliency**, a VCSE support and digital inclusion fund.

OUTCOMES

Improve

- Become the world's first WHO-recognised trauma informed region, improving quality of life for people living with trauma and providing an example for other regions to follow
- Build a workforce of frontline workers, leaders and other intermediaries who are trauma aware, attuned or specialist, who can create the conditions for people to stay well and manage the consequences of trauma. This will reduce the need for people to take sickness absence.
- To sustain and grow those parts of the social economy in the West Midlands that are working with some of the most vulnerable people in the region
- To have a positive generational impact on child poverty

Innovate

- To contribute to inclusive economic growth, improved social outcomes, better health and wellbeing and decreased dependence on crisis intervention
- Improved quality and capacity of early years provision (particularly in 2 year old funded places)
- Improved school readiness
- Improved GCSE attainment levels
- Improved outcomes for older people through integrated care planning
- Improved response to contextual safeguarding
- Increased reliability and shared ownership of data, driving system responses and reducing duplication of services and competitive tendering

Resiliency

- Reduced number of referrals for crisis interventions in homelessness, criminal justice and safeguarding.
- Ensure a sustainable approach to interventions for people with multiple and complex needs
- Positive engagement and options for young people to engage in local places and activities
- Reduced digital exclusion and literacy

CSR Financial Ask: £20.5m revenue

3.5 Levelling up health in the West Midlands

Proposal Summary

This programme makes tackling the region's significant health inequalities a critical element of regional economic recovery.

1. We will develop a **Radical Health Prevention Fund (RHPF)** that provides grants and repayable grants for innovation and scale-up in place-based initiatives to tackle the root causes of ill health such as housing, obesity, mental health and employment, including the use of 5G and other digital technologies, and promoting digital inclusion. We will also create a specific **inclusive Physical Activity Fund**: operating similar initiatives co-designed with communities to reduce physical inactivity among those impacted most by Covid 19.
2. Both the RHPF and additional funding will be linked to the **Regional Health Impact of Covid 19 (RHIC) Task-and-Finish Group** Proposals with a particular focus on BAME & identified vulnerable communities and on addressing specific issues surrounding the wider determinants of poor health. This will include England's first "**Social prescribing walking and cycling pilot region**" delivering the Dept. for Transport's "Gear Change"¹¹ pilot commitment at scale and building on local trialling building resilience in those communities most impacted by Covid-19.
3. Developing Digital **Diagnostic Screening Hubs** in high footfall venues to address concerns about missed screening appointments that will enable citizens to access speedy diagnostic interventions and treatment in places other than health care settings.

OUTCOMES

- Reduce gaps in healthy life expectancy between the West Midlands and the England average – which currently stands at approximately 3.6 years. In economic terms, analysis by Liverpool City Region indicates this could increase employment by 5.6 percentage points and generate an additional £5.2bn in GVA by closing productivity gaps.

The Radical Health Prevention Fund benefits include:

- 25 innovation grants per year over 3 years;
- 8 scale-up grants and loans per year over 3 years;
- At least one quarter of all investment going to BAME organisations or projects that involve a significant level of BAME co-design;
- At least one third of programme beneficiaries will be from BAME backgrounds.

Social Prescribing and Radical Health Impact of Covid -would also aim to achieve:

- A 1% reduction in obese or overweight adults (equivalent to 14,500 adults in the region and estimated to save £55m in healthcare costs);
- 7% increase in the number of people active (equivalent to 7,000 more adults in the region and a £1m boost to the economy);
- 2240 adults from BAME and vulnerable communities socially prescribed walking and/or cycling;
- A 3% reduction in type 2 diabetes (equivalent to 43,500 adults in the region & health care estimated saving £78m) specifically aimed at BAME and vulnerable communities;
- A 25% reduction in obese or overweight children in Year 6 (equivalent to 500 children);
- More broadly the programme would seek to ensure the roll-out of Health in all Policies procedures in at least 40 target institutional settings.
- WMCA geography inclusive social prescribing of walking and cycling 2 year pilot;

The Digital Diagnostic Screening Hubs would:

- Reduce the NHS waiting time for Cancer Screening in the West Midlands by 10%;
- Reduce inequalities in access to screening by increasing options for attendance

CSR Financial Ask: £4.2m capital, £26.6m revenue

4. Financial Sustainability

4.1 Long Term Sustainable Funding for the Region

Proposal Summary

It has become increasingly apparent that the funding framework for local authorities is not sustainable over the medium to long term. The evidence for this is the financial stress being experienced in many councils and the short-term funding decisions that government has made in recent years to address obvious longer-term demand challenges such as those in social care. Likewise, the Combined Authority also faces challenges in securing the necessary capacity to meet shared objectives and to identify funding for the whole of the investment programme. There is an urgent need to set out a clearer future funding framework for the Combined Authority in order to ensure it delivers on the promises made when it was established through the Devolution Deal in 2016.

The first and most pressing ask of this proposal is that the Government recognises and rectifies the fundamental, underlying financial shortfalls across the region. This position has developed over a prolonged period of time and must be addressed if authorities are to continue to effectively meet their statutory and regulatory responsibilities.

The WMCA's financial position is reliant on contributions from its constituent authorities to fund its operational costs whilst its capital investment programme is also inherently unstable. There is a lack of stability in the core revenue budgets of Combined Authorities - in particular annual allocations of Mayoral Capacity Fund, income from 100% Business Rates Retention pilots and other time limited funding such as the Housing Capacity Fund. In many cases, Combined Authority revenue budgets have little certainty beyond a 12 month period whilst the authorities are responsible for multi million pound investment programmes which span over decades. More needs to be done to provide greater certainty to the core operational budgets of CAs in order to attract and retain the high quality staff required to deliver sustainable growth and long term change.

The three Local Enterprise Partnerships (LEPs) in the West Midlands have an important role to play in supporting the economic recovery of the region and its future growth. Their focus, which includes addressing barriers to growth and maximising opportunities for the area's sectors underpinned by strong business engagement, is complimentary to activity led by the WMCA and Local Authorities. The amount of core funding currently provided by Government is not sufficient for the level of activity required and the annual allocations make business planning very difficult. An agreed multi-year settlement would enable staff retention and attraction and ensure the current momentum behind delivery can be built upon.

CSR Ask

CSR Revenue:	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Local Authority Sustainability	-	£337.0m	£329.0m	£350.0m		£1,016.0m
WMCA Sustainability*	-	£24.6m	£24.9m	£28.0m		£77.5m
LEP Sustainability	-	£5.5m	£5.6m	£5.8m		£16.9m
Totals	-	£367.1m	£359.5m	£383.8m	-	£1,110.4m

* includes West Midlands Growth Company Destination Management

4.2 Financial Flexibilities

Proposal Summary

The proposal seeks further discussion with government to explore a range of financial flexibilities for local authorities and the WMCA, outlined in our August 2020 regional submission to the *Local Recovery and English Devolution White Paper*. These flexibilities would be designed to support the region drive further inclusive, economic growth and the benefits which that provides for local communities.

Whilst our CSR submission refers to various flexibilities throughout the document (i.e. single pot and Local Authority sustainability), the summary of financial flexibilities included in our August submission includes:

A sustainable, long term and fair financial settlement for local authorities and urgent and substantial additional funding to meet the costs of the COVID-19 crisis and enable recovery in communities and services.

- Reforms to the Council Tax: a wide-ranging modernisation within the context of “levelling up” and devolution and consistent with a fairer funding settlement
- Housing – flexibility on RTB and retention of 100% of proceeds: local schemes for RTB including exemption in areas of high housing stress
- Budget and borrowing flexibilities – multi-year funding and capital/revenue flexibilities

Broader financial devolution package

- Sustainable core revenue funding for the CA (moving away from membership fees)
- Devolved, long term and flexible investment to replace EU structural funding. Should be:
 - broadly defined and cover all matters with a bearing on “levelling up”
 - devolved to local areas in terms of decision making, aligned to local strategies and accountable through local democratic structures.
 - maximum flexibility to deploy funds through grants and loans, and to establish revolving funds.
 - guaranteed for the long term (at least the same cycle as EU funds).
- Creation of a single pot investment fund aligned to regional economic strategies, beginning with an expansion of the TCF (more details on this will be provided)
- A sustainable and long-term settlement on local business rates retention
- Granting the power to raise a business rate supplement in the future (original Mayoral model in the Local Government Finance Bill) – though we acknowledge that now is not the appropriate time to use such a power and that there will also be a wider review of business rates
- Greater borrowing powers (power to issue municipal bonds, greater options for tax increment financing, powers to raise commercial finance to support local clean infrastructure investment)
- Mandate retention of uplift in rail franchise value as a result of capital investments (PRIMUS model)
- Devolve Bus Service Operator Grant and COVID-19 Bus Services Support Grant directly to MCAs, as well as the flexibility to revise and reinvest statutory schemes such as ENCTS and its payment arrangements to operators
- Local retention of revenue generated from transport enforcement would support not only the ticketing function but create funding for road safety initiatives (including cycling promotion), support activity to improve traffic management, and enforcement to deny organised criminals use of the road network. Local retention and flexibility on other local enforcement powers at local authority and police service level should also be explored, with a view to investing the proceeds back into local neighbourhoods.

A review of financial freedoms and fiscal devolution covering:

- Revenue raising powers (e.g. exploring the benefits of a tourist tax and land value capture)
- Local retention of share of existing taxes (targeted at investment to enhance regional growth e.g. Energy market levies, Air Passenger Duty, Vehicle Excise Duty, Energy Company Obligation, Stamp Duty, VAT)
- Flexibilities (TIF and future of EZs – expanding the ability to raise TIF in the context of business rates retention and review and ensuring that we can continue to identify key economic areas for re-investment of retained taxes into the longer term, such as city centres and UK Central; Regulatory powers for local authorities – additional financial powers in relation to place management, fees and charges; and “Nudge” powers to incentivise public health, local sales taxes, incentives and rewards)

Implications for devolution and levelling up of other policy developments including:

- Review of business rates – setting parameters for planned review in relation to raising money for local investment and sustainability of local services. Should include a commitment to look at a land value tax as an alternative to business rates.
- Social Care and Health – specifying how the government’s plans for reform will impact on the devolution and levelling up agenda and the integration of local services.
- Whole place budgeting – white paper should refer to the intention to pilot at least a partial model of whole place budgeting within the upcoming Spending Review – showing the funding that each MCA area will receive across government and joined up investment plans.
- Green Book Reform - the white paper should indicate how government intends to move quickly to streamline the green book and other processes, for example enabling schemes to be approved based on a wider set of social and economic criteria, e.g. to recognise the importance of modal shift and wider economic benefits in transport funding and to support zero carbon and housing needs policies.

Covid-19: Economic recovery asks and funding

- Of the 31 asks in '*Recharge the West Midlands*', **18 propositions** have been either allocated funding or are in policy areas where we believe the Government has allocated money and we will continue to push for the swift confirmation of funding for the West Midlands.
- In addition to the schemes which were part of our £3.2 billion recovery plan, we estimate the Government has provided **c£4.82bn of further support** for the West Midlands over the last few months through schemes like grants for small businesses, furloughing and additional funding for councils.
- We expect there to be **further announcements of additional financial support for the West Midlands in the coming months**, particularly at the Comprehensive Spending Review in the autumn.

The four tables below outline government funding announcements related to the West Midlands' economic recovery.

Table 1 – Funding related to ‘Recharge the West Midlands’

Get Britain Building, A Plan for Jobs and departmental announcements – West Midlands implications	
Regional asks	Funding package, statements and indications [GBB = £66m allocation for Get Britain Building]
Create green manufacturing jobs <ul style="list-style-type: none"> • Operation Paperclip (£85m) • Gigafactory (£250m) • EV charging (£35m) • Very Light Rail - VLR (£114m) • Fuel poverty and regional retrofit programme (£100m) • Repowering the black country (£30m) 	<ul style="list-style-type: none"> • Verbal support for the Gigafactory proposal – the Prime Minister said: “the whole of the West Midlands is now a global centre of battery technology and batteries for EVs and that is the vision of Mayor Andy Street, and we will back that vision”. • £1bn national Automotive Transformation Fund • £500m national programme for electric vehicle charging • £14.115m for VLR schemes in Dudley and Coventry [GBB] • A national £2bn "green homes grant" programme to help make homes more energy efficient. • £1bn to improve energy efficiency of public buildings.
Maximise job creation <ul style="list-style-type: none"> • UK Central (£95m) • Curzon Street / Digbeth (£131m) • Cultural Catalyst (£80m) 	<ul style="list-style-type: none"> • £9.96m for completing the cultural capital project in Coventry and the Commonwealth Games economic legacy for the Ricoh Arena [GBB] • £1.57bn national package for cultural and heritage organisations
Invest in healthcare innovation <ul style="list-style-type: none"> • Birmingham Life Sciences Park (£60m) • ReSCue (£54m) • Grand Central Diagnostic Hub (£13m) • Radical Health Prevention Fund (£10m) 	<ul style="list-style-type: none"> • £10.86m – Precision Health Tech Accelerator (part of Birmingham Life Sciences Park) [GBB]
Build better digital and transport links <ul style="list-style-type: none"> • Metro (£101m) • Sprint (£61) • WMRP (£84m) • Local connectivity (£86m) • Fibre (£16m) • 5G Accelerator (£28m) 	<ul style="list-style-type: none"> • £15.1m for University Station [GBB] • £1m for WM5G application accelerator [GBB] • £4.2bn for mayoral combined authorities from 2022/3
Regenerate brownfield sites and build new homes <ul style="list-style-type: none"> • Urban Transformation Fund (£200m) • National Brownfield Institute (£24m) • Affordable Housing (£400m) • Advanced Methods of Construction (£50m) 	<ul style="list-style-type: none"> • £14.875m for National Brownfield Land Institute [GBB] • £84m to support the building of up to 7,500 new homes secured from a pot of £400m brownfield fund. To be deployed via WMCA Single Commissioning Framework. • £12bn national programme to build 180,000 new affordable homes
Get people back into work <ul style="list-style-type: none"> • Supporting young people - one off support (training, tracking, wage subsidy) (£272m) • Getting the West Midlands back to work (£33m) • Future Skills, Future Jobs (£60m) • Future Skills, Future Jobs (FE capital plan) (£185m) 	A Plan for Jobs 2020 speech: <ul style="list-style-type: none"> • Kickstart Scheme – £2bn work experience programme for 16-24 year olds that have been unemployed for more than six months. • New payment of £2,000 to employers in England for each new apprentice they hire aged under 25, and a £1,500 payment for each new apprentice they hire aged 25 and over.

	<ul style="list-style-type: none"> £200m for college improvements. £111m extra will be added to the traineeship budget, employers will be paid £1,000 per trainee. £100m for more places on level 2 and 3 courses. £32m over two years for the National Careers Service to fund careers advice for 269,000 more people. £17m to expand sector based work academies, tripling the number of places.
Back our region's businesses	<ul style="list-style-type: none"> Discussions about extending the 'Made Smarter' pilot to the West Midlands
Total	£150m secured directly for the West Midlands, plus opportunities to secure more investment via national programmes

Table 2 – West Midlands funding unrelated to ‘Recharge the West Midlands’

Get Britain Building and A Plan for Jobs – West Midlands implications	
Area	Funding package, statements and indications
Travel	<p>£25m local package to support bus services (using the WMCA transport levy).</p> <ul style="list-style-type: none"> Light Rail Support: £3.7m (17th March to 4th August 2020) Pothole and Challenge Fund: £17.862m Emergency Active Travel Fund: £17.34m
Roadworks	<p>£15m for West Midlands secured from a pot of £100m for 29 road network projects.</p> <ul style="list-style-type: none"> Swanswell Viaduct Phase 2 Dudley St Bridge repairs Filongley Bridge maintenance Arthur St Bridge repairs
Total	£40m

Table 3 - West Midlands uptake of Covid-19 national interventions (March to June – lockdown period)

West Midlands uptake of Covid-19 national interventions (March to June)	
Area	Funding package, statements and indications
Self-employment support	<ul style="list-style-type: none"> £221.2m worth of claims.
Furlough support	<ul style="list-style-type: none"> £1.3bn in furlough payments
Business grants payments by Local Authorities	<ul style="list-style-type: none"> Grants paid by WMCA Local Authorities - £561m Discretionary Grants - £28m
Local Authority Emergency Funding allocations	<ul style="list-style-type: none"> WMCA Local Authorities - £177.4m
CBILS and Bounce Back Loans	<ul style="list-style-type: none"> CBILS - £633m <ul style="list-style-type: none"> Black Country - £165.3m Coventry and Warwickshire - £151.3m Greater Birmingham and Solihull - £316.6m Bounce Back Loans - £1.9bn <ul style="list-style-type: none"> Black Country - £505.7m Coventry and Warwickshire - £407.1m Greater Birmingham and Solihull - £977.3m
Business rates relief	<ul style="list-style-type: none"> WM details to follow
Total	£4.8bn

Grand total for all funding

£4.82bn, plus opportunities to secure more investment via national programmes

Table 4 - Post lockdown announcements (June onwards)

Post lockdown announcements (June onwards)	
Area	Funding package, statements and indications
Town centres	National announcements, WM details to follow: <ul style="list-style-type: none"> • £500,000 - £1m for each area in the towns fund to spend on improvements to parks, high street and transport.
Hospitals	National announcements, WM details to follow: <ul style="list-style-type: none"> • £1.5bn for hospital maintenance, eradicating mental health dormitories, enabling hospital building and improving A&E capacity.
Jobs Retention Bonus	National announcements, WM details to follow <ul style="list-style-type: none"> • £1,000 to be paid to businesses that retain furlough staff from November to January, staff must be paid £520 per month at minimum. This could equate to £9bn funding.
Hospitality sector	National announcements, WM details to follow <ul style="list-style-type: none"> • "Eat out to help out" vouchers that will give diners 50% off their meals out, with conditions, for August. • Temporary cut to VAT on food, accommodation and attractions from 20% to 5% for six months
Criminal Justice System	National announcements, WM details to follow <ul style="list-style-type: none"> • £83m for maintenance of prisons and youth offender facilities, and £60m for temporary prison places
Schools	National announcements, WM details to follow: <ul style="list-style-type: none"> • £1bn to fund schools building projects. • 560m and £200m for repairs and upgrades to schools and FE colleges respectively.
Competitive Brownfield Fund	National announcements, WM details to follow: <ul style="list-style-type: none"> • £40m competitive fund – MCAs invited to bid.
Brownfield Fund	National announcements, WM details to follow: <ul style="list-style-type: none"> • £8m to help MCAs accelerate brownfield development
Digital skills funding	<ul style="list-style-type: none"> • £1.5m for West Midlands digital retraining
Additional AEB to MCAs/GLAs	<ul style="list-style-type: none"> • £5.2m for West Midlands AEB for 2020/21 <ul style="list-style-type: none"> - £2.6m for high value courses for 18 and 19 year olds - £2.6m for sector based work academies
Growth Hubs	<ul style="list-style-type: none"> • £20m for Growth Hubs <ul style="list-style-type: none"> - £1.5m allocated to West Midlands LEPs/Growth Hubs.
Total	£7.2m

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WMCA Board

Date	18 September 2020
Report title	Inclusive Communities Portfolio Update
Portfolio Lead	Inclusive Communities - Councillor Brigid Jones
Accountable Chief Executive	Deborah Cadman, West Midlands Combined Authority email: deborah.cadman@wmca.org.uk tel: (0121) 214 7200
Accountable Employee	Paul Clarke, Head of the Chief Executive's Office email: paul.clarke@wmca.org.uk tel: (0121) 214 7461 Lucy Gosling, Leadership Commission Delivery Plan Co-ordinator email: lucy.gosling@wmca.org.uk tel: (0121) 214 7441
Report has been considered by	Strategic Leadership Team - 26 August 2020 Programme Board - 4 September 2020

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note and endorse the updates and planned activity within the Inclusive Communities portfolio, including:
 - The recent changes to the Young Combined Authority
 - The proposed renewal and refocus of the Leadership Commission
 - Other WMCA activity to embed equalities, diversity and inclusion.

1. Purpose

- 1.1 To update the Board on the key deliverables and activity as part of the Inclusive Communities portfolio, including updates on:
 - The delivery of the Young Combined Authority;
 - The renewal and refocusing of Leadership Commission activity, and;
 - WMCA activity to embed inclusion across the organisation and its work.
- 1.2 This report provides a summary of how Inclusive Communities portfolio activity is being refocused to better support the post Covid-19 recovery, and also to respond to recent events such as Black Lives Matter, building on the Equalities Update report presented to the WMCA Board on 24 July 2020.

2. Background and context

- 2.1 The report ‘Annual Planning: Review of 2019/20 delivery and update on 2020/21 planning’ agreed by the WMCA Board suggested a need to ensure that WMCA portfolio delivery, support and influencing activity is aligned to the Region’s emerging Covid-19 recovery priorities.
- 2.2 Inclusive Communities portfolio activity has subsequently been reviewed and some minor change and realignment is being proposed. In particular, activity under the portfolio needs to take account of how the Covid-19 pandemic has highlighted significant inequalities across national and regional economies, and the challenge of ensuring that the region’s recovery from the pandemic is inclusive and works for everyone, across all the region’s towns, cities and rural areas. (State of the Region report to WMCA Board, 24 July 2020).
- 2.3 The Covid-19 pandemic has thrown existing social, economic and health inequalities across the region into sharp focus, disproportionately impacting Black, Asian and Minority Ethnic communities, women, young people and other disadvantaged groups in our society. There is a significant risk that this unequal impact will further embed disadvantage illustrated in recent weeks (e.g. the ‘digital divide’, impact of A-Level grades standardisation algorithm, etc.)
- 2.4 WMCA Board has also accepted the need for collective action to respond to issues highlighted by Black Lives Matter and, more specifically, the Young Combined Authority (YCA) members who raised this with the Board on 24 July 2020. Action is needed to address inequality and the WMCA through its Inclusive Communities portfolio should be explicit about the contribution it aims to make.

2.5 The ‘Equalities Update’ report presented to Board on 24 July included a short section on the WMCA’s organisational response to Black Lives Matter and also referenced the West Midlands Leadership Commission’s plan to refresh its membership and mission. This report provides further detail on the activity proposed as part of the Inclusive Communities portfolio.

3. Update on the Young Combined Authority

- 3.1 The Young Combined Authority (YCA) was a key recommendation of the West Midlands Leadership Commission in 2018. It was established in 2019 and remains a key Inclusive Communities portfolio deliverable. It brings together a diverse board of young people, aged 16 to 25, from across the West Midlands to help guide and challenge the WMCA when making decisions that will shape the future of the region.
- 3.2 Since its launch in September 2019, the YCA has contributed to the development of WMCA policy and identified its own priorities for young people. It has a voice at WMCA Board and YCA members have used this platform to highlight key issues including the impact of Covid-19 on young people and, more recently, a call for change in response to Black Lives Matter (as referenced in paragraph 2.4 above).
- 3.3 Reflecting on its first 12 months, and informed by feedback from YCA members themselves, changes have been made recently to the YCA operating model (which comprised a single board of around 30 young people). At the heart of these changes have been the principles of engagement – ensuring the voice of the under-25s is present in planning, decision-making and delivery – and supporting the development of a closer relationship between YCA and WMCA political leadership that will enable more informed challenge and input.
- 3.4 From September 2020, the YCA will be formed of two distinct but complimentary forums:
- **A smaller and more focused YCA Board**, with a more defined role to work closely with the WMCA on policy development. The YCA Board will be positioned to inform and challenge the Mayor, WMCA Portfolio Lead Members and other decision makers to see the world from the perspective of under 25's.
 - **A diverse YCA Community (Engagement Panel)**, to provide an inclusive sounding board for policy and drive regional youth engagement. This will offer a more flexible way for young people to be involved and heard – through online surveys and focus group activity.

- 3.5 This dual approach offers benefits to both YCA members and the WMCA. Young people who continue with the YCA Board will be better positioned to influence policy development while others are given a more flexible alternative to have their say through the YCA Community. For WMCA, the proposed changes will increase capacity for regional youth engagement and youth-inclusive policy development.
- 3.6 The YCA Board had its first meeting on 2 September 2020. YCA members are planning to introduce a range of measures to strengthen their impact. These are likely to include:
- **A forward plan** supported by the WMCA Governance Team and shaped by the YCA Board to help maximise opportunities to have impact.
 - **Lead roles** within the YCA Board, to enable closer links with WMCA Directors and WMCA Portfolio Lead Members on particular programmes and portfolios.
 - **A ‘deal’** where there is a better mutual understanding between WMCA and YCA about how opportunities to inform decision making and policy development will be supported.
- 3.7 The YCA Community will be supported by the WMCA Communications Team and shaped by existing YCA members. The ambition is to connect with other youth councils and groups and, in due course, enable partners to use the Community to engage young people across the West Midlands on a range of topics and themes.

4. Update on Leadership Commission activity

- 4.1 The WMCA Board established the West Midlands Leadership Commission in July 2017 to ‘improve the opportunities for people from those communities and groups which are currently underrepresented in the leadership of the West Midlands... [and] ensure the leadership of the future is representative of the region it serves.’
- 4.2 The Commission published its final report, Leaders Like You, in June 2018, setting out a series of cross-sector recommendations for the West Midlands, The WMCA has since enacted key recommendations including: the establishment of a Young Combined Authority; delivering a year-long Inclusive Leadership Pledge campaign (secured 250 commitments and 1,250 LinkedIn followers); driving inclusive growth and leadership through policy, such as the Local Industrial Strategy (May 2019) and; leading by example, such as securing Living Wage Accreditation (March 2020).

- 4.3 Two years on, the global movement for Black Lives Matter and the unprecedented impact of Covid-19 have thrown a spotlight on the persistent inequalities experienced by some communities in the West Midlands. The pandemic has compounded existing inequality and disadvantages faced by young people, women and Black, Asian and Minority Ethnic communities – all of whom are more vulnerable to the economic impacts of the crisis, including redundancy.
- 4.4 This context provides a compelling rationale for a relaunched West Midlands Leadership Commission that will focus on improving economic opportunities for underrepresented groups. It is proposed for the 2020/21 Inclusive Communities portfolio deliverables of ‘inclusive leadership initiatives’ and ‘campaigning engagement’ to be repurposed to support the Leadership Commission’s renewed activity.
- 4.5 Initial discussion has taken place with Anita Bhalla OBE (original Commission Chair) and Professor Kiran Trehan (lead author of the Leadership Commission report), who will co-chair this phase of activity. This has suggested a need for future activity to be action-oriented, delivered with urgency and provide a model for other regions to follow. The aims for a renewed Commission will be:
- To champion the creation of more **representative leadership** for the West Midlands, including a focus on improving diversity at board level.
 - To demonstrate **practical interventions** which can be replicated by organisations in the West Midlands to help achieve this change.
 - To identify opportunities to **systematically improve** equalities, diversity and inclusion outcomes within organisations and across the region.
- 4.6 It is anticipated that the Leadership Commission will maintain its cross-sector focus and work with a range of partners to co-design and deliver initiatives that will bring tangible change. Indicative activity potentially includes a focus on:
- **Unequal representation (boardrooms):** Focus on improving diversity at board level by challenging and supporting private and public sector organisations (e.g. the Commonwealth Games Organising Committee), to improve representation on their boards.
 - **Diversity in the workplace:** Work with businesses (for instance the professional services or recruitment sectors) to identify areas for improvement and implement change. This work will be supported by meaningful contributions from participating businesses and produce easy to replicate examples of best practice.

- **Social inclusion (including faith communities):** Build on the valuable partnership work developed by WMCA and faith leaders throughout the pandemic. This could focus on ensuring that communities are engaged throughout the region's recovery.
- **Health inequality (including minority ethnic communities):** Support the Regional Health Inequalities from Covid-19 (RHIC) Taskforce by reviewing its findings and helping to shape practical action to improve outcomes for the Black, Asian and Minority Ethnic Communities who have been disproportionately affected by the crisis.
- **Economic inequality (including women and young people):** Assess how effective the 'Recharge the West Midlands' economic aspirations and delivery will be at protecting the interests of women and work with partners, such as West Midlands Women's Voice, to systematically identify and address gaps. Help to ensure that young people from underrepresented communities can access economic opportunities throughout the post-Covid recovery period.

4.7 The Commission will continue to review and develop these indicative ideas to build an Action Plan, in conversation with the West Midlands Mayor's Office and WMCA Portfolio for Inclusive Communities. Next steps for this process are proposed as:

Activity	Due
Convene the Leadership Commission Action Group.	September end.
Deliver a campaign to mark 10 years of the Equality Act 2010, tied to the Commission's refreshed priorities.	October (throughout).
Agree an Action Plan for the Commission's influencing, enabling and delivery activity.	October end.

4.8 The Commission will work closely with and regularly report progress to the WMCA Portfolio Lead Member for Inclusive Communities.

5. Update on other WMCA equalities, diversity and inclusion activity

5.1 An 'Equalities Update' report was presented to WMCA Board on 24 July 2020. This outlined the WMCA's progress on delivering its equality agenda and intention to take further action to improve diversity and inclusion outcomes. This further action includes the following planned and potential activity:

- **Equality impact assessments:** Carry out a programme of equality impact assessments across different WMCA portfolios to ensure Covid-19 adverse impact is identified and mitigated where possible.

- **Review WMCA activity:** Undertake a review of WMCA's influencing, enabling and delivery activity in order to support how we plan, decide and deliver our inclusive growth aspirations.
- **Recruitment:** Introduce positive action in recruitment where there is under-representation. Positive action refers to the selection of a candidate from a protected characteristic when both candidates are equally qualified to do the job.
- **Employee training and development:** Unconscious bias training for all managers and campaigns/awareness for all employees, and equality competency considerations within the manager fundamentals programme and behavioural framework currently being developed.
- **Employee engagement:** Establish an Equality and Inclusion group that will advise the WMCA Equality and Diversity Manager and consider ways to more actively engage with employees across protected characteristics
- **Race Pay Gap:** In addition to the statutory Gender Pay Gap, the WMCA will commit to undertaking Race Pay Gap analysis for the organisation and reviewing the findings.

6. Financial Implications

- 6.1 There are no direct financial implications arising from the recommendations in this report. The activity of the Inclusive Communities Portfolio is being repositioned within existing available budgeted resources.

7. Legal Implications

- 7.1 There are no specific legal implications arising from this paper. A terms of reference with the renewed Leadership Commission will be agreed, outlining the Commission's responsibility to report progress to the WMCA Board through the portfolio for Inclusive Communities. As a public authority the WMCA is subject to the public sector equality duty to have due regard to the need to eliminate discrimination, the advancement of opportunities and to foster good relations. This report sets out a range of strategies to strengthen and develop our response in relation to this important matter.

8. Equalities and Inclusive Growth Implications

- 8.1 Activity set out under the Inclusive Communities portfolio is intended to improve equalities and inclusive growth outcomes.

9. Background Papers

- 9.1 'The West Midlands Leadership Commission', WMCA Board on 21 July 2017:
<https://governance.wmca.org.uk/documents/s518/Report.pdf>
- 9.2 'Leaders Like You', Leadership Commission report, June 2018 and 'Report of the Leadership Commission', WMCA Board on 25 May 2018:
<https://www.wmca.org.uk/media/2218/leadership-diversity-in-the-west-midlands -002.pdf>;
<https://governance.wmca.org.uk/documents/s1563/Report.pdf>
- 9.3 'Leadership Commission: Developing and Delivering a Youth Combined Authority', WMCA Board, 9 February 2019:
<https://governance.wmca.org.uk/documents/s2581/Report.pdf>

Agenda Item 12



**West Midlands
Combined Authority**

Audit, Risk & Assurance Committee

Tuesday 14 July 2020 at 10.00 am

Minutes

Present

David Lane (Chair)	
Councillor Ram Lakha OBE (Vice-Chair)	Coventry City Council
Councillor Alan Butt	City of Wolverhampton Council
Sean Farnell	Coventry & Warwickshire LEP
Councillor Michael Gough	Solihull Metropolitan Borough Council
Councillor Fred Grindrod	Birmingham City Council
Councillor Christine Martin	Staffordshire Non-Constituent Authorities
Councillor Alexander Phillips	Shropshire Council
Councillor June Tandy	Nuneaton & Bedworth Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

In Attendance

Fiona Bebbington	West Midlands Combined Authority
Louise Cowen	West Midlands Combined Authority
Peter Farrow	City of Wolverhampton Council
Julia Goldsworthy	West Midlands Combined Authority
Linda Horne	West Midlands Combined Authority
Sandra Kalyan	City of Wolverhampton Council
Helen Lillington	Grant Thornton
Tim Martin	West Midlands Combined Authority
Grant Patterson	Grant Thornton
Anna Sirmoglou	West Midlands Combined Authority
Rachel Teoh	West Midlands Combined Authority
Jodie Townsend	West Midlands Combined Authority

Item Title

No.

1. Apologies for Absence

Apologies for absence were received from Councillor Ahmad Boston (Sandwell Metropolitan Borough Council).

2. Declarations of Interest

Councillor Alan Taylor reported that he was a member of Transport Delivery Committee.

3. Minutes - 13 January 2020

The minutes of the meeting held on the 13 January 2020 were agreed as a correct record.

4. Matters Arising
(a) Whistleblowing

The Monitoring Officer informed the committee that there had been no active cases received since the last meeting.

5. Forward Plan

The committee considered the plan of items to be reported to future meetings of the committee.

Resolved:

- (1) The items of business to be reported at future meetings be noted.

6. Equal Pay Audit & General Equalities Update

The committee received a report from the Equalities & Diversity Manager which provided a breakdown of the latest workforce and gender pay gap statistics. It also outlined current initiatives and identified key areas of future focus to help bridge diversity gaps and promote inclusion.

It was recognised that there had been significant progress in the past year in terms of lowering the gender pay gap to levels below the national average. The WMCA had seen an increase in representation of younger people over the past few years through programmes such as Building Our Future Workforce.

Councillor Alexander Philips requested that the indicators and data provided in the report were produced in a dashboard format at future meetings which showed different trend analysis. The Equalities & Diversity Manager would look at how best to produce this as an annual update to the committee as requested.

Resolved:

- (1) The March 2020 WMCA Gender Pay Gap and workforce diversity data and the actions considered to bridge internal diversity gaps and promote inclusion be noted.
- (2) An annual update and a dashboard on Equal Pay Audit and general equalities be submitted to the committee.

7. Internal Audit Annual Report 2019/20

The committee received an overview of the annual internal audit opinion on the adequacy and effectiveness of the WMCA's governance, risk management and internal control processes. It was highlighted the impact of the COVID-19 pandemic had on the remaining 2019/20 audits and those had been reviewed through a prioritisation exercise in liaison with all Directors and the WMCA Leadership Team. Thirteen pieces of audit work had been completed in 2019/20; nine had been given a substantial opinion and four had been given a satisfactory opinion. It was agreed that in future the Chair of the committee be consulted on any changes to the internal audit plan.

Councillor Ram Lakha requested further information on the internal audit findings relating to the Homelessness Taskforce, particularly in respect of its effectiveness in tackling homelessness during the COVID-19 pandemic. The Head of Audit agreed to review the Homelessness Taskforce in light of the COVID-19 pandemic and would update the committee at its September meeting. Councillor Alexander Philips expressed concern as to the overall opinion given to the WMCA's Programme and Project Management Framework audit. The Head of Strategic Hub provided the committee with assurances that progress was being made on the recommendations within recommended deadlines and would attend committee in January 2021 to provide a further update on the implementation of the recommendation before a follow up on the internal audit was due.

The Chair asked for confirmation that the recommendations with a target completion date of 30 June 2020 outlined within the 'West Midlands Rail Limited - WMCA Governance and Management Arrangements 2019/20' internal audit had been met. The Monitoring Officer highlighted that due to the COVID-19 pandemic, there had been some slippage on implementation of the recommendations. Discussions would now be held between officers on how best to progress the recommendations, which may result in information being resubmitted to committee outlining new target dates. The Chair requested that he be consulted on any changes relating to this audit.

Councillor Ram Lakha requested further information on the recent impact of Government announcements relating to the national rollout of 5G infrastructure and the Director of Strategy undertook to confirm any impact to the Chair before the next meeting. It was hoped that the internal audit for WM5G would be shared at the next meeting.

Resolved:

(1) The contents of the Internal Audit Annual Report 2019-2020 be noted.

- 8. Annual Accounts 2019/20 for West Midlands Combined Authority**
The committee considered a report on the Annual Accounts of the West Midlands Combined Authority for the financial year ended 31 March 2020. The committee also considered the audit findings presented by Grant Thornton for the WMCA.

The External Auditor presented the audit findings and shared his proposal to issue an unqualified audit opinion on the accounts. It was recognised that the outbreak of the COVID-19 pandemic had significant impact on the normal operations of the WMCA with a negative impact on income streams, in particular in relation to bus, rail and tram travel. It was noted that officers were working through the implications of this on the financial position in the evolving environment. The External Auditor confirmed that he was satisfied that the WMCA accounts, as audited, could be approved by the committee.

The Chair requested a summary position regarding concerns of the overall funding gap position for the WMCA be provided at its September meeting.

Resolved:

- (1) The annual governance statement be approved.
- (2) The WMCA annual accounts be approved.
- (3) The audit findings report presented by Grant Thornton be approved.
- (4) The proposal to issue an unqualified audit opinion for the accounts by Grant Thornton be noted.
- (5) The signing of the Letter of Representation by the Director of Finance be approved.
- (6) The updated audit findings report be shared with committee in September 2020 following receipt of the national technical team's conclusion in relation to the accounting treatment to Land Fund transactions.
- (7) The amendments required to the accounts, should a change to the accounting treatment of Land Fund transactions be confirmed by the national technical team be, noted and approved.
- (8) The Chair be authorised to sign off any changes required to the narrative report, Annual Governance Statement or accounts for 2019/20 taking into account any further updates until the end of July 2020.
- (9) Subject to no further issues being raised by Grant Thornton, the Mayor and Director of Finance be authorised to sign the account on behalf of the WMCA.

9. WMCA Strategic Risk Register

The committee received an update on the current status of the Strategic Risk Register. It was noted that the COVID-19 pandemic required a further review of the risks already identified and the response was reflected appropriately within the risk register. A new risk had been added to reflect the WMCA's resilience and response to the pandemic overall however further work was being undertaken to address the longer-term impacts on the organisation and the region. The Chair requested a further update be provided at its September meeting in relation to the organisational position post- COVID-19.

Resolved:

- (1) The strategic risks contained within the WMCA Strategic Risk Register be noted.
- (2) The additional consideration of COVID-19 risks shown in the register be noted.
- (3) A detailed review of the risks to be reported at the September meeting taking into account the post COVID-19 pandemic.

10. Adoption of a Revised Single Assurance Framework

The committee were provided with a report updating it on the progress in delivering the Single Assurance Framework project. An overview was provided on the governance model, its definitions and purpose. A number of key approaches, process and recommendations had been developed to support the delivery of the Single Assurance Framework and had been endorsed by the Senior Leadership Team. As previously discussed, the committee were taken through the different tranche stages and if approved by the WMCA Board on 24 July, a phased transition period would begin to implement the document and the associated governance improvements.

Resolved:

- (1) The work undertaken to date on developing the Single Assurance Framework and the decision-making process and the intent behind the proposed way forward be noted.
- (2) The Single Assurance Framework seeking approval by the WMCA Board be endorsed.
- (3) Committee be provided with an update in September 2021 on the implementation of the Single Assurance Framework and any lessons learnt.

11. Internal Audit Plan 2020/21

The committee received a report from the Head of Audit on an updated 2020/21 Internal Audit Plan. Changes to the plan were noted as a result of the COVID-19 pandemic which affected the audit resources and the priorities of the WMCA. The changes had been reviewed in liaison with Directors and the Senior Leadership Team.

Sean Farnell expressed his concerns relating to the auditable area 'Risk Management' and questioned as to why this audit would be undertaken in July 2021 when a high rating was provided. The Chair also sought assurance that enough resources were in place to ensure that there was no slippage. The Monitoring Officer confirmed that the level of resourcing was being looked at and would update the Chair accordingly outside of committee.

Resolved:

- (1) The changes to the Internal Audit Plan for 2020-21 made since its approval at committee in January 2020 be noted and approved subject to the Monitoring Officer returning to the Chair on the outstanding issue of internal audit resource.

12. Exclusion of the Public and Press

That in accordance with Section 100A (4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following item of business as it involved the likely disclosure of exempt information relating to financial or business affairs of any particular person (including the authority holding the information).

13. Accessible Transport Services - Revised Final Internal Audit Report

The committee received an overview of the internal audit completed for WMCA Accessible Transport Services looking at the internal controls, governance and decision making undertaken regarding the WMCA's approach to addressing the issues and risks that materialised as a result of the Accessible Transport Group Holdings Limited going into Administration in March 2019.

The committee acknowledge that this audit was complex and that the recommendations were useful.

The Monitoring Officer also provided an overview of the completion of the administration process and the finalisation of assets being sold.

[NB: Councillor Ram Lakha declared a personal interest in this item in respect of him being in receipt of an older person's bus pass.]

14. Date of Next Meeting

Tuesday 8 September 2020 at 10.00am.

The meeting ended at 11.50 am.

Agenda Item 13



**West Midlands
Combined Authority**

Wellbeing Board

Friday 17 July 2020 at 10.00 am

Minutes

Present

Councillor Izzi Seccombe (Chair)	WMCA Wellbeing Portfolio Holder
Councillor Paulette Hamilton (Vice-Chair)	Birmingham City Council
Councillor Nicolas Barlow	Dudley Metropolitan Borough Council
Councillor John Beaumont	Nuneaton and Bedworth Borough Council
Councillor Kamran Caan	Coventry City Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Councillor Jasbir Jaspal	City of Wolverhampton Council
Lola Abudu	Public Health England
Paul Maubach	STP Systems Leader NHS
Lina Martino	Public Health England
Sean Russell	Director of Implementation for Mental Health, Wellbeing and Radical Prevention
Steve Vincent	West Midlands Fire Service

In Attendance

Lynne Bowers	New NHA Alliance
Rob Davies	Public Health England
Ed Cox	West Midlands Combined Authority
Simon Hall	West Midlands Combined Authority

Item Title

No.

1. Apologies for Absence

Apologies for absence were received from Councillor Les Caborn, Councillor Stephen Craddock, Councillor Farut Shaheen, Wayne Brown, Guy Daly, Sue Ibbotson and Alison Tongue.

2. Nomination of Substitutes

The following substitutes had been received:

Lola Abudu for Sue Ibbotson and Steve Vincent for Wayne Brown.

3. Chair's Remarks

The Chair reported that the last few months had been tough for the region and it was likely that Covid-19 would be around for some time to come. The Chair noted the impact of the Coronavirus on people's mental health and the role this board had in supporting partners to help communities.

4. Introduction Ed Cox and the new Head of Wellbeing

The Chair introduced Ed Cox to the Board who had recently taken over the role of Director of Inclusive Growth and Public Service Reform from Henry Kippin.

Ed Cox reported that wellbeing was an important strand of his work area and he was seeking to develop a fairer, greener and healthier West Midlands. He also informed the board of the new appointment to the post of Head of Wellbeing, Dr Mussahir Ajaz who would be joined the WMCA within the next few months.

5. To note the schedule of meetings for 2020-2021

The committee noted the schedule of meetings for 2020/21 as set below:

16 October 2020

22 January 2021

26 March 2021

All meetings are scheduled from 10.00am - 12.00pm

6. Minutes of the last meeting

The minutes of the meeting held on 24 January 2020 were agreed as a true record.

7. Population Intelligence Hub Update including Wellbeing Dashboard and health in all policies approach

Councillor Grinsell, WMCA Wellbeing Board sponsor for the Population Intelligence Hub, introduced the report and reminded colleagues of the importance of good data and good intelligence that are needed to influence the work programmes.

The report provided an update on the current position of the Population Intelligence Hub including progress on intelligence projects, changes to the work plan for the current financial year and new additions to the work plan due to the Covid-19 pandemic and shifting priorities.

Lina Martino, PHE/WMCA Consultant in Public Health, outlined the changes to the work programme that had been revised to take account of the regional impact of Covid-19 and conveyed her thanks to Grace Scrivens, PHE who had undertaken the PHE intelligence analysis and had adapted the work programme accordingly.

Lina Martino along with Rob Davies, PHE also reported on key priority areas notably, the 'refresh' of the Wellbeing Dashboard, the development of the logic model to support the Inclusive Growth Unit and the health in all policies approach. The health in all policies approach would examine how policies impact on mental and physical health, both directly and indirectly learning from the experiences of Transport for the West Midlands.

Paul Maubach, STP Lead for the Black Country and West Birmingham STP, reported that this was fantastic work and was supportive of what is proposed, and he undertook to liaise with Lina Martino and Rob Davies for the STP Support Units to connect in with this work.

The Chair reported that she looked forward to receiving further updates on progress at future meetings.

Resolved:

1. That progress against the Population Intelligence Hub workplan for 2020/21 and the changes made in the light of the Coronavirus (Covid-19) pandemic be noted and
2. That changes in relation to the wider WMCA approach to response and recovery be endorsed.

8. Regional Health Impact of Covid-19 Task and Finish Group

The Director of Public Service Reform and Inclusive Growth, Ed Cox reported on the recent establishment of a Covid-19 Task and Finish Group to look at the regional health impacts of the Coronavirus including health inequalities.

Ed Cox advised the board that the task force would work partners across a range of sectors from Directors of Public Health, STPs and universities to seek to produce one version of the truth on the health impacts of Covid-19 for the region.

It was noted that an interim report on the health of the region was expected to be published late September/early October and the final report would feed into Government policy on health/health inequalities.

The Director of Public Service Reform and Inclusive Growth reported of the need to hear the voices of people impacted by Covid-19 and there would be a call for evidence from everyone effected by the Coronavirus that required the support of local authorities to assist in obtaining the views of their communities/ residents.

The Chair reported of the importance of understanding the impact of Covid-19 on communities in order to identify where help is required.

The Vice-Chair reported that Covid-19 had had a devastating impact on certain communities and emphasised the importance of the task and finish group having access to all local people, the need to involve Black and Asian communities and to engage with local authority Cabinet Members.

Councillor Caan concurred with the Vice-Chair regarding the need to ensure a wide range of views from communities are captured, to utilise local councillors and the need to be mindful of literacy issues.

The Director of Public Service Reform and Inclusive Growth thanked Councillor Hamilton and Caan for their comments and undertook to fully engage with local communities. He added that the interim of the task and finish group would be submitted to the next meeting of this board in October for consideration in advance of its submission to the WMCA Board.

Resolved:

1. That the establishment of a task and finish group to focus on the regional health impact of Covid-19 be noted and
2. That the interim report of the task and finish group be submitted to the next meeting on 16 October 2020 be noted.

9. Physical Activity Review

Councillor Caan, Wellbeing Board Physical Activity Champion introduced the report that informed the board of work being undertaken in reviewing the WMCA's Physical Activity Strategy.

Simon Hall, Physical Activity Policy and Delivery Lead, outlined the report and presented details of how the impact of the Covid-19 lockdown and the opportunities relating to the Birmingham Commonwealth Games have shaped the priorities for the strategy review. The five priorities identified related to walking and cycling, active environments, work force and volunteers, Commonwealth Games venue legacy and, children and young people.

Councillor Grinsell reported that she fully supported the proposals especially the need to focus on getting people active through other means such as volunteering and expressed her appreciation to GoodGym for their work and the hope that this could be championed and expanded into other areas.

Resolved:

1. That the proposed purpose and priorities for the WMCA's Physical Activity Strategy review and proposals for consultation as set out in the report be noted;
2. That the Physical Activity Strategy Action Plan be submitted to the next meeting for approval and
3. That a detailed case for a West Midlands Physical Activity Commissioner be developed for consideration at the next meeting.

10. Single Assurance Framework

Sean Russell presented an overview of the Single Assurance Framework on behalf of the author, Jodie Townsend who was unable to attend the meeting.

Sean Russell referred to the PowerPoint slides that had been circulated prior to the meeting that set out the purpose of the Single Assurance Framework and the proposed core roles for all of the WMCA's thematic boards.

It was noted that the core roles, that are in the process of being developed, would put in place a consistent approach for all thematic boards with regards to the operation, outputs, purpose, functions, membership and operations of meetings.

The Chair asked that a further update be submitted to the next meeting of the board.

Resolved:

1. That work on the Single Assurance Framework and its implications for the future operation of this board be noted and
2. That an update on the Single Assurance Framework be submitted to the next meeting.

11. Thrive #2031 Strategy Review

The Director of Implementation for Mental Health, Wellbeing and Radical Prevention, Sean Russell, presented a report that set out a high-level overview of the proposed review of the Mental Health Commission 'Thrive' programme and the creation of a new strategic approach and ten year-plan, #ThriveWM203,1 to tackle the challenges of poor mental health .

Sean Russell outlined the proposed three wave approach for the ten- year plan that would firstly seek to reconvene the Mental Health Commission to review and refresh the strategy, taking account health inequalities and the impact of Covid-19.

It was noted that following the strategy review by March 2021, the new agreed vision and strategy would be launched in April 2021 and the work programmes identified would follow, building on the success of the previous Thrive into Work, Thrive at Work and Thrive at Home (launched at the start of the Covid-19 pandemic) programmes.

The board fully endorsed the approach to the strategy review noting that mental health was more important than before due to the impacts of Covid-19.

Resolved:

1. That the report be noted and
2. That the approach to Thrive going forward be approved

12. Date of Next Meeting

Friday 16 October 2020 at 10.00am

The meeting ended at 11.34 am.

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Investment Board

Monday 20 July 2020 at 10.00 am

Minutes

Present

Councillor Bob Sleigh (Chair)

Nick Abell

Councillor Mike Bird

Paul Brown

Councillor Tristan Chatfield

Councillor Steve Clark

Councillor Karen Grinsell

Councillor Tony Jefferson

Councillor Jim O'Boyle

Councillor Stephen Simkins

Sue Summers

Portfolio Lead for Finance & Investments

Coventry & Warwickshire Local

Enterprise Partnership

Walsall Metropolitan Borough Council

Black Country Local Enterprise

Partnership

Birmingham City Council

Dudley Metropolitan Borough Council

Solihull Metropolitan Borough Council

Non-Constituent Authorities

Coventry City Council

City of Wolverhampton Council

West Midlands Development Capital

In Attendance

Sarah Middleton

Richard Lawrence

Colin Knight

Carl Craney

Serena Dhanoa

Dan Essex

Linda Horne

Ian Martin

Nick Oakley

Ed Bradburn

Roger Mendonca

Matthew Hammond

Black Country Local Enterprise

Partnership

City of Wolverhampton Council

Coventry City Council

West Midlands Combined Authority

West Midlands Development Capital

West Midlands Development Capital

West Midlands Growth Company

West Midlands Growth Company

Item No.	Title
22.	Chair's Opening Remarks The Chair thanked Members and Officers for joining this virtual meeting of the Investment Board. He asked that any Member wishing to speak on any item should use the appropriate icon on the tool bar or indicate their wish in the 'chat' box which would be monitored throughout the meeting. Following the consideration of each item, any member not supporting the recommendations contained within the respective report or those made during consideration of the item would assume to be supported unless members made it clear that they dissented.
23.	Apologies for Absence (if any) Apologies for absence had been received from Richard Moon and Andy Williams (Coventry City Council) and Paula Deas (Coventry and Warwickshire Local Enterprise Partnership).
24.	Declarations of Interests (if any) No declarations of interest were made relative to items under consideration at the meeting.
25.	Minutes of last meeting Resolved: That the minutes of the meeting held on 15 June 2020 be confirmed as a correct record and signed by the Chair.
26.	Investment Programme Update and Dashboard Ian Martin presented a report on the status of the Investment Programme to assist the Board in setting out the context for any investment decisions to be made by the Board. He reported that approved funding from the WMCA Investment Programme for programmes totalled £770.4 million as at 30th June 2020 against a ceiling of £801 million. Investment Programme funding actually drawn / incurred by projects against these funding commitments as at 31 May 2020 totalled £176.5 million, an increase of £19.3 million since 31 March 2020. He reminded the Board that the five-yearly gateway review periods which formed part of the Devolution Deal agreement signed in 2016 and that the 2020/21 financial year was the fifth year of the first gateway review period which was now underway and the subject of a presentation later in the meeting. He reported that the design of a future methodology for progressing the remaining schemes when funding became available was underway and that progress would be reported to a future meeting of this Board. He referred to the Dashboards which were appended to the report and explained that this included 57 projects, some of which had yet to be divided into separate sub-projects as agreed at the last meeting. Currently, six schemes had a RED status for completion dates:

- HS2 Parallel Lines – at the last meeting it was agreed to continue to allow drawings against this project despite the expiry date having passed. A Change Request was expected shortly.
- Coventry City Centre South – a presentation had been made to the February 2020 meeting which had provided an update on progress with the new design. A future report would clarify the expected revised completion date.
- A46 Link Road Phase 1 – a revised forecast completion date would be provided by the delivery lead.
- Sprint – three schemes had marginally extended completion dates but as these were five to six years in the future this was not of concern at the present time and the time could be recovered. Expenditure had been incurred to date in order to bring forward business plans and timing would become more certain once these were completed.

Resolved:

1. That the status of the Investment Programme delivery as detailed in the report be noted;
2. That the progress with the Devolution Deal five-year gateway review be noted;
3. That the Investment Programme funding status be noted.

27. SQW Update - Presentation

The Board received a presentation from Andy Morgan on the SQW evaluation of investment funding as part of the five-year gateway review process. Andy Morgan and Ian Martin responded to various questions raised by members of the Board.

Resolved:

1. That the presentation be received;
2. That an update be provided to the next meeting of the Board on the scheme selected for the 'deep dive' investigation.

28. Very Light Rail (VLR) - Presentation

The Board received a PowerPoint presentation from Colin Knight on 'Urban Very Light Rail – a solution for Coventry (and other small to medium sized cities)'. Colin Knight responded to various questions raised by members of the Board.

Resolved:

1. That the presentation be received and noted;
2. That six-monthly update reports on progress be provided to the Board.

29. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (public iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

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

The Board considered the WMCA Brownfield Land and Property Dashboard (public iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

31. WMCA Revolving Investment Fund (RIF) - Dashboard

The Board considered the WMCA Revolving Investment Fund (RIF) Dashboard (public iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

32. Land and Property Investment Fund (LPIF) - Dashboard

The Board considered the Land and Property Investment Fund (LPIF) Dashboard as at 1 July 2020.

Resolved:

That the Dashboards be received and noted.

33. 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).

34. Update on Year One of the West Midlands Growth Company Programme and Forward Look

Roger Mendonca presented a report which reminded the Board that in 2019 the Board had created a two-year (£1.8 million per annum) business attraction, visitor attraction and capital attraction programme to be delivered by the West Midlands Growth Company. The report provided an update on performance in year one of that programme (2019/20) and looked ahead to 2020/21 and beyond.

Roger Mendonca and Matthew Hammond responded to various points and questions raised by members of the Board.

Resolved:

That the outputs from 2019/20 and the revised forecast for 2020/21 and beyond be noted.

35. Holbrook Lane, Coventry

Ed Bradburn presented a report which sought an allocation of Collective Investment Fund (CIF) monies to fund the costs required to deliver the development at Holbrook Lane, Coventry by way of a senior commercial loan on the key terms and conditions detailed in the report.

Resolved:

That the allocation of Collective Investment Fund (CIF) monies to fund the costs required to deliver the development at Holbrook Lane, Coventry by way of a senior commercial loan on the key terms and conditions detailed in the report be approved.

36. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (private iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

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

The Board considered the WMCA Brownfield Land and Property Development Fund (BLPDF) Dashboard (private iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

38. WMCA Revolving Investment Fund (RIF) - Dashboard

The Board considered the WMCA Revolving Investment Fund (RIF) Dashboard (private iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

The meeting ended at 11.25 am.

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**West Midlands
Combined Authority**

Strategic Economic Development Board Meeting

Thursday 23 July 2020 at 11.00am

Notes

Members

Greater Birmingham & Solihull LEP
Coventry & Warwickshire LEP
Cabinet Portfolio - Economy &
Innovation
Redditch Borough Council
Solihull MBC
West Midland Growth Company

Tim Pile (in the Chair)
Sarah Windrum

Councillor Ian Brookfield
Councillor Matthew Dormer
Councillor Ian Courts
Matthew Hammond

Officers in Attendance

Black Country LEP
Black Country LEP
Coventry & Warwickshire LEP
Greater Birmingham & Solihull LEP
Greater Birmingham & Solihull LEP
City of Wolverhampton
Create Central
Energy Capital
TfWM
West Midland Combined Authority
West Midland Combined Authority
West Midland Combined Authority

Sarah Middleton
Prof Delma Dwight
Paula Deas
Katie Trout
Katie Fulcher
Laura Collings
Suzie Norton
Matthew Rhodes
Mark Collins
Julia Goldsworthy
Rebecca Riley
Jonathan Skinner

**Item
No.**

75. Apologies for absence

Apologies for absence were received from Nick Abell, Prof John Latham and Tom Westley and from Councillors Adrian Andrew, George Duggins, David Humphreys, Angus Lees, Izzi Seccombe and Ian Ward.

76. Declarations of Interest

Matthew Hammond declared his interest in Minute No. 83 - WM Economic Recovery Plan & Next Steps, as Chairman of the Midlands Region and Partner at PWC, as PWC had been commissioned to lead on the work.

No other declarations were made.

77. Notes of the Strategic Economic Plan Board Meeting held 22 June 2020

Resolved:

That the notes of the meeting held on the 22 June 2020 be approved as an accurate record.

78. SED Board Tracker Log

Resolved:

That the SED Board Tracker Log be received and noted.

79. Forward Plan

The Chair observed that the Forward Plan needed further work so that it picks up all future areas of work, including those that will be discussed on this agenda.

Resolved:

That the Forward Plan be reviewed and updated to provide for a planned future work programme of the Board.

Economic & Innovation Portfolio

80. West Midland CA Covid Economic Monitoring – WM Redi weekly monitor (8 July 2020) and the updated SED Board Economic Dashboard

Prof Delma Dwight and Rebecca Riley were in attendance to provide an update on the economic monitoring reporting.

Some key statistics from the Dashboard were highlighted: -
Claimants across the WM were approximately 206,000;
Claimants amongst the 16 to 24 year-old age group had increased;

Furlough had remained stable between May and June but now firms were transitioning it was predicted that there would be a 20% reduction in staff;

FDI – whilst 130 projects were a similar amount to the previous year's figures, the number of jobs created was less.

The Chair noted the huge of economic challenges and referencing FDI asked if the reduction in jobs was because these were smaller projects. Prof Delma Dwight stated that it would be good to understand the reduction in jobs associated with FDI, as it had been a significant fall.

Matthew Hammond observed that whilst in absolute terms the dashboards were correct in terms of FDI, the WM had held up better than other parts of the country. Over the course of the next two years there would be a need to attract more FDI into the region.

Councillor Ian Courts noted the data was interesting but now new. He stated that there was a need to look at the key issues and what interventions the CA could make as a result.

The Chair agreed and advised that data without action was meaningless. He reiterated that the role of the Board should be to identify, where it could, action that the CA could take.

Resolved:

- 1) That the data submitted and comments thereon be noted; and
- 2) That officers identify actions that the CA could undertake to address the economic impact identified in the data.

81. State of the Region - Approach

Rebecca Riley outlined the Executive Summary of the SOR, highlighting that the key page was the SWOT analysis on Covid-19: -

Pre-Covid-19 Strengths

Young and diverse population; BPFS sector and resilience; Private sector R&D and Innovation assets; Largest University sector outside London; Strong construction sector and portfolio of capital investment opportunities; Employment growth; Wage growth; Increase in high skills Apprenticeship starts; Reducing number of young people not in education and training; Improving school attainment; Increasing numbers of active businesses; Increasing number of affordable homes; Business R&D investment; Strong levels of exporting and largest trade surplus; and International Airport and close to a global city

Pre-Covid-19 weaknesses

High unemployment and youth unemployment; Unhealthy communities; Jobs growth; Survival rates of businesses; Significantly deprived areas and inequalities; Low usage of renewable energy; Numbers of residents with low qualifications; Higher unemployment

Opportunities post Covid-19

Sector mix ready for recovery and pick up; Strong healthcare and life sciences sector; Build on successful past growth in construction and business and professional services; Building on community spirit and growing community infrastructure; Adoption of technology and new business models; Growth in clean green mobility; Investing in strong local infrastructure which has responded well in the crisis; Greater investment in young people; and Enhanced emphasis on lifelong learning, and adaptive flexible workforces.

Threats created by Covid-19

Economic crash, social distancing and drop in consumer demand; Large scale unemployment; Long term scarring effects on young people; Apprenticeship availability; Trade and export drop and uncertainty; Negative impacts on international travel, education and tourism; Business investment and cash flow disrupted R&D and innovation investment curtailed Digital skills and infrastructure inequalities; Reduced take up and usage of public transport; A changing world which values technology, personalised interactions, flexibility which we may not be ready for; Large employer asset companies are starting to declare redundancies; and Uncertainty over transition period and new trade and position.

She advised that there had been 3 to 4 years of good performance across the WM and whilst acknowledging the economic downturn due to COVID would be hard, she advised that the WM should come out better the other side if the right interventions were put in place.

Councillor Ian Courts noted this report was going through to the CA Board tomorrow, advised he supported the SWOT analysis but stated that investments had been made such as £100BN for HS2 and all the development in Birmingham City Centre but neither were mentioned as either strength or opportunity.

Julia Goldsworthy stated that the comments would be taken on board and advised that as well as the SWOT analysis, there were a series of actions in the pipeline with an opportunity to consider against each of the items, however the question to consider was whether the actions were sufficient.

The Chair stated that the ordering of items was frustrating as the CA would be receiving the document tomorrow thus the Board were receiving it more for noting rather than being able to influence. He commented that the SWOT did not look at opportunities as he would recognise and commented that Covid could be viewed as an accelerator of what was already happening. He asked that between now and the next meeting the SWOT be reviewed in relation to gaps and interventions required to address growth going forward.

Julia Goldsworthy noted the comments and stated that the timetable or the Spending Reviewing submission was 16th September, thus the next meeting on 20 August would be critical and that the timing of future meetings would be reviewed to ensure the SED Board could feed into reports going forward to the CA Board.

Councillor Ian Courts stated that the mission was to persuade the Government to give the WM what was in the Recovery Plan and commented that they had supported projects such as the metro and there was a need for compelling cases on assets being worked upon.

Sarah Windrum stated that there was a need to consider the eco-system, and building on the comments of data without action, stated that the FDI could be measured in jobs achieved rather than money. In relation to success there were wider considerations to include new businesses, freelancers etc.

Resolved:

- 1) That the Board receive the draft of the State of the Region report and noted the comments contained therein;
- 2) That officers undertake further work on:
 - a) the SWOT analysis in relation to gaps and where further interventions were required;
 - b) the timings of SED Board meetings in relation to the WMCA Board;
 - c) the Spending Review submission in light of the comments, to be reported to the next meeting.

82. Impact of the PM and Chancellor's announcements, including the £66m Get Britain Building Fund

Julia Goldsworthy advised that informal feedback received was that there were no issues with the proposals submitted as part of the Getting Building Fund. She referenced the Economic Recovery package and agreed to circulate the latest state of play to the Board Members, noting that it contained 32 asks across 18 propositions.

In addition to the £3.2BN of asks in the Recharge document, £2.3bn had come into the region through furlough payments, grants etc. She advised that the SED Board would have an opportunity at the next meeting to feed into the economic elements of the spending review package.

The Chair referenced the ambition to have a Gigafactory in the West Midlands and recent media saying that it was to be located in Wales.

Julia Goldsworthy advised that there was a lot of work being undertaken behind the scenes and highlighted that there was an automotive investment fund closing on 5 August and work was being undertaken to increase activity around automotive.

Paula Deas advised that the announcement of the Gigafactory going to Wales had still not been confirmed and was very much speculation. She advised there was a concerted effort on behalf of the WM to secure the Gigafactory here and the Chair asked if Board Members could provide any support. The offer was welcomed and it was asked that Members reach out to any relevant contacts they may have.

Resolved: that the update be noted, to include the opportunity to feed into the spending review at the next meeting and support that Members could provide to the Gigafactory bid.

83. WM Economic Recovery Plan & Next Steps

Julia Goldsworthy advised that the work undertaken with PWC had provided for 4 topics for action within a phased recovery based on public health and market conditions.

Securing 'Recharge the West Midlands'

- The immediate priority is to secure support for the asks of Government in 'Recharge the West Midlands' (32 propositions)
- Thereafter, the priority is to deliver the supported proposals:
 - Based on regional collaboration to leverage the skills and resources across the region
 - With a central team providing coordination and strategic oversight and assurance.

Refreshing the region's vision, strategy and plans

- reviewing, refining and agreeing changes in the light of the changing economic environment post-COVID-19 - such reviews can be done focusing on key policy areas or based on a more holistic reassessment of the region's desired strategic economic outcomes and supporting plans
- Either may unearth gaps where new propositions were needed and should be incorporated into the integrated pipeline, for example town centres and business support.

Applying a protocol to develop a regional pipeline in the West Midlands

- Having a protocol for developing a pipeline of propositions that could be pulled together quickly to enable the region to engage with / respond to fiscal opportunities and direct government commissions in an agile way (Get Britain Building; Comprehensive Spending Review, etc.) This would build on (rather than supplant) existing place-led pipeline development.

Preparing for further devolution

- The forthcoming Local Recovery and Devolution White Paper represents the next stage in the Government's plans for devolution and this work relates to the existing commission from Leaders and the Mayor

Matthew Rhodes reflected that Energy was not included in the slides.

Councillor Ian Courts commented that was it not joined up enough, as it was important to connect to new jobs with new homes. His view was that the WM needed an extension to the Metro and that in regard to buses noted they were easier to deliver with subsidies but commented that the green recovery element did not come through enough. He stated that the Pipeline needed a climate connection, between problems the WM had and actions.

Sarah Middleton commented that there was already business support at grass roots through Growth Hubs and LEPs, with local pipelines.

Councillor Ian Brookfield stated that the pipeline would provide for speed and scale to react to Government recovery funds which we might only have a few weeks turnaround and would continue to be an ongoing issue. He stated that the proposal was to recharge them so that the CA could meet quick deadlines. He agreed that the buses and metro should be part of the recovery and there would be new areas identified that would need to be tackled in a short space of time.

The Chair referenced the four areas and agreed it was imperative to deliver the Recharge document, drive the WM case and fight every corner. In regard to the Vision he stated that it needs to be meaningful, powerful and compelling, in line with individual visions across all partners. The Pipeline would require a clarity of protocols, criteria for prioritisation and that Members would need it to be agreed in advance. He also added there should be some process to allow for responding to Government as soon as possible, otherwise the recent £66m process would be gone through again.

Julia Goldsworthy welcomed the comments but advised the challenge was that the participants were not in control of all processes but agreed it was best to position ourselves in readiness.

The Chair advised that it was key to include representatives from the LEPs, Universities and other partners to ensure the prioritisations could be agreed in advance. He asked that a report back be submitted through the August Board.

Councillor Ian Courts queried if the CA would look at priority criteria for duplicate projects?

Sarah Middleton reminded the meeting that LEPs had a lot of expertise with their developed pipelines because they knew their areas.

Resolved:

- 1) That the update and comments on the evolving economy recovery be noted; and
- 2) That an update be provided to the next meeting of the SED Board.

84. Draft WM Business Engagement Plan

Katie Fulcher advised that the strategic aims of the plan were to:

- Gain intelligence and input from businesses and partners to shape any refresh of the West Midlands economic strategy in light of COVID-19 as well as sector specific plans.
- Provide a consistent approach to consulting businesses on the development of recovery plans
- Ensure businesses in key sectors are invited to opportunities for consultation on recovery plans, and understand how their input is being utilised
- Ensure concluding policy interventions put forward on behalf of the West Midlands are representative of and beneficial to businesses operating across the region
- Improve business awareness and confidence in the region's sector recovery planning and interventions
- Increase the levels of collaboration between organisations developing recovery interventions and ensure intelligence from partners is being fed in to plans

She advised that the work to produce the plan had been coordinated by the Black Country LEP, Coventry and Warwickshire LEP, Greater Birmingham and Solihull LEP and the West Midlands Growth Company (WMGC)

The Chair asked Members for observations.

Matthew Hammond agreed and endorsed the document but stated that there was more activity to be undertaken in regard to the actions and delivering against the targets.

Resolved:

- 1) That the Board endorse the Engagement Plan and its direction on the to inform Sector Recovery Plans across the West Midlands, noting that there was a need deliver against the actions and targets outlined in the Plan; and
- 2) To endorse the principals and approach set out in the Engagement Plan

85. Update on Devolution

In the absence of Adam Hawksbee and Tony Smith, Julia Goldsworthy advised that the document provided was a draft for substantive input.

She highlighted that there 4 key principles **for the next stages of devolution:**

1. **A whole system approach** – including all local agencies in delivery, not just focusing on devolution the combined authority

2. **Subsidiarity** – including double devolution - to ensure that local authorities both benefit directly from the process and can make their full contribution - and triple devolution – empowering local communities.
3. **Sustainability** – putting the finances of both local authorities and the combined authority on a sustainable footing and focusing on prevention and long-term economic change (including zero carbon).
4. **Simplicity** – improving the clarity of how metropolitan governance works and accountability to local people.

The Chair expressed concern that the report authors had not attended the meeting to present and answer questions. He commented that he felt there was more central control than devolution and given the lateness of distribution it was difficult to comment.

Councillor Ian Courts referenced the issue of subsidiarity and noted that the Counties were pushing for unitary status and asked what further powers the CA were asking for.

Julia Goldsworthy advised that there was it was essential to be clear about who does what in the ask submitted to inform the white paper. She advised that there was need to join up and noted that the LEPs were also working on a white paper submission.

Reference was made to the energy ask being under local control and for economic recovery there was the need for fiscal control and fiscal devolution needed to come from the Treasury not MHCLG.

Katie Trout stated that the 6 WM LEPs own response was intended to cover many of the points in the paper but the focus would be on the role of LEPs (and the complimentary nature to the work of CAs), the strong partnership of public, private and academic sectors; the knowledge and experience of business leaders of industry barriers and opportunities and the track record of delivery. She advised that there was also likely to be a reference to caution being exercised on change under the economic crisis and the need to have a transition period. The LEPs were also likely to reference funding to include the UK Shared Prosperity Fund requiring to be mix of revenue and capital funding and would acknowledge the role of the super-regional partnerships, in looking at transport and internationalisation.

The Chair stated that for a submission at the end of July there was limited time and stated that the paper could be much clearer and more specific. Councillor Ian Courts added that was it clear where Government were going and that we need to swim with the tide.

The Chair asked that points be made through to Adam Hawksbee and Julia Goldsworthy and reiterated that such an important document should not have been received so late.

Resolved:

- 1) That officers note the comments of the Board; and
- 2) That Members feed in their comments direct to the identified officers of the WMCA.

86.

Update from Create Central

Suzie Norton provided an overview of the UK creative industries and highlighted that the sector had been growing five times faster than the national economy with film and tv being the fast part. Overall, it had equated to £306m per day during 2018.

She reminded Members that the remit of Create Central had been to:

- Turbo-charge the West Midlands' creative content sector (film, games, TV, digital marketing, animation, VFX, VR and AR)
- Develop public – private partnerships
- Develop a single Economic Growth Plan for the sector
- Secure initial investment
- Recruit a small team of industry specialists

However, as with all sectors, there had been a Covid impact, which was projected to: -

- The Creative Industries (CIs) were projecting a combined £77bn turnover loss over the course of 2020 compared to 2019 (-31%), expected to translate into a GVA shortfall of £29bn in 2020 compared to 2019 (- 26%).
- The greatest turnover drop was expected to be experienced in Q2, but current projections suggest very modest improvements over Q3 and Q4 across the Creative Industries.
- The greatest employment drop was expected in Q1 for self-employed, and Q2 for employees, because contract workers, freelancers, and the self-employed appear to have had seen an immediate impact in March, while companies are expected to consider redundancies starting in Q2.
- Film and TV: £36B in lost revenue, with the sector set to shrink 57% in comparison with 2019.
- Gaming: Industry-wide disruption

Specifically, in the West Midlands it had been the Film and TV sector that had been very hard hit, whilst the Games industry, Leamington Cluster had proved resilient.

She advised that in October they would be reporting to the Board the: -

- Phase Two model of Create Central – from 28 Membership Board.
- Production & Inward Investment Strategy including regional production services.

Councillor Ian Courts queried the involvement in WM5G and was advised that Create Central was primarily involved in the screen sector not the delivery of 5G.

Resolved:

That the update be noted.

87. **Update on Future Mobility**

Mark Collins provided an overview of the timeline of activity taken to date and highlighted that the Task & Finish outputs thus far had concentrated on developing the following:

- Future of Mobility Narrative (Summary and Extended document)
 - FOM Vision & Mission
 - Strategic alignment to wider WM activities
 - Why West Midlands?
 - Focused plan of activities
- The initial challenges to tackle
 - Developing existing asset locations (e.g. stations) into multi-modal access points
 - Improving access to local amenities via a flexible menu of mobility choices
 - Removing the need for parents or carers to accompany pupils to or from Secondary school
 - Redefining how freight movements are managed and conducted with the West Midlands
- How we structure ourselves to deliver Future of Mobility.

Mark Collins highlighted that work had been undertaken reviewing global activity on FOM and advised that work was being undertaken to deliver across the four strategic outputs of Clean Travel, Inclusive Networks, Clean Freight and Business Growth, providing an action plan for delivery.

Sarah Windrum advised that the creative industries should link into the FOM.

Sarah Middleton welcomed the link into the sector action plans and flagged up the opportunity to link into the work on the circular economy, which should be action undertaken outside of the meeting.

Councillor Ian Courts welcomed the modal shift and scale of ambition but stated that there was a need to consider the obstacles of modal shift and behaviour change. Mark Collins advised that behaviour change was required by the population and this would be driven by providing viable choices for people to use.

The Chair stated that he felt the FOM as presented had moved on from the Local Industrial Strategy FOM and asked if there had been a deliberate move away. Mark Collins advised that there had been an evolution in response to the current agenda and that there had been activity to review the original remit.

The Chair advised that he did not feel it was total overlap and asked that officers ensure they did not miss anything. He advised that the Board required to see targets, timings, costs and delivery and encouraged swift progress.

Resolved:

- 1) That the Board receive and note the presentation; and
- 2) That officers act upon the comments received, to include linking in with the creative sector, linking in with work on the circular economy and review the original remit to ensure that the FOM work as evolved continues to meet the Board's aspiration.

88. Notes for WMCA Innovation Board held on 4 June 2020

The Minutes WMCA Innovation Board held on 4 June 2020 were submitted for the Board's information.

Resolved: that the minutes of the WMCA Innovation Board held on 4 June 2020 be received and noted.

89. Date of Next Meeting

The Chair observed that given the CA Board was being held tomorrow, with SED Board having only received them for input today, then some of the SED Board dates need to be reviewed as the proximity of the two meetings impacted on what meaningful input the SED Board could have some items which required consideration at both Boards.

Resolved:

- 1) that it be noted that the next meeting would be held 20th August 2020; and
- 2) that the Secretariat review the meeting scheduled for 16th September given its proximity to the next WMCA Board, 17th September 2020.

The meeting closed at 1.00pm

Chair

Agenda Item 16



**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 20 July 2020 at 1.00 pm

Minutes

Present

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 Robert Alden	Birmingham City Council
Councillor Mary Locke	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 Roger Lawrence	City of Wolverhampton Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council
Councillor Kath Hartley (Chair)	Birmingham City Council

In Attendance

Councillor Cathy Bayton	Shadow Portfolio for WMCA Business - Dudley MBC
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Item Title

No.

19. Apologies for absence

Apologies for absence were received from Councillor Samiya Akhter and Councillor Fazal.

20. Chair's Remarks

The Chair reported that she had attended a meeting of the recently established Strategic Transport Board and had found this to be extremely useful in linking with 7 Transport Cabinet Members and the WMCA Transport Portfolio Holder.

21. Minutes of the last meeting

The minutes of the meeting held on 8 June 2020 were agreed as a true record.

22. Action Tracker

Resolved: That the report be noted.

23. Matters Arising

Transport Network and Covid-19, minute no.10

The Director of Integrated Network Services, Pete Bond, outlined a briefing note entitled, 'Guidance for full opening of schools and developing programme of supporting actions' that provided guidance on dedicated transport for schools and the wider transport provision (including active travel measures) to support children returning to school in September.

Safer Travel Update, minute no.12

In relation to the breakdown of crime statistics on public transport that are to be shared with the Lead Member for Safe and Sustainable Travel and TDC members in due course, the Chair asked that any updates also be shared with the Bus Champions.

Rail Business Report, minute no.13

Further to discussion at the last meeting, Councillors Alden and Huxtable asked for the committee to receive further information on 'Restore Your Railway' and in particular with regards to the Tamworth and Sutton Park Line.

24. Correspondence/ Petitions

None submitted.

25. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position as at the end of May 2020.

Councillor Pervez Akhtar, Lead Member for Finance and Performance outlined key areas within the report.

In relation to concern expressed by Councillor Richards on the underspend on the Capital Programme and the impact by Covid-19, the Financial Services Manager, Louise Cowen, advised that the re-forecasting of budgets would be undertaken in September to take account of Covid-19 impacts and an update would be provided to the next meeting.

Resolved:

1. That the year to date net revenue expenditure to the end of May 2020 shows an adverse variance of £0.132m compared to budget be noted and
2. That the total capital expenditure to the end of May 2020 for the overall transport programme was £18.4m which was £12.6m below which was below the budget of £31.0m and there is no change to the annual budget of £268.6m be noted.

26. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided a progress monitoring update on the approved 2020/21 programme and projects.

Councillor Pervez Akhtar, Lead Member for Finance and Performance outlined the key highlights of the report including progress made, achievements and variations to the baseline programme.

In relation to enquiries from the committee regarding the request for updates on various rail projects and schemes notably University Station, Perry Barr, the re-instatement of Platform 4 at Snow Hill, and progress on the Hazewell/Kings Heath line, the Director of Development and Delivery, Sandeep Shingadia, undertook to ask the Rail Team to provide a briefing note for members.

Resolved:

1. That the achievements since the June meeting of the Transport Delivery Committee be noted;
 2. That the progress of the deliverables and the outturn of the 2020/21 Capital Programme be noted and
 3. That the variations to the baseline programme as referred to in paragraph 4.0 of the report be noted.
- 27. Briefing Note - Impacts of Covid-19 on West Midlands Metro: Response and Recovery**

The committee considered a briefing note of the Head of Business Transformation (West Midlands Metro) on the impact of Covid-19 on West Midlands Metro that detailed the response and recovery.

The Head of Business Transformation (West Midlands Metro), Sophie Allison, outlined the impact of Covid-19 on West Midlands Metro, the initial response, and the recovery measures that have been put in place.

It was noted that following the recent change in Government advice to support the use of public transport, TfWM and West Midlands Metro would be pro-actively encouraging people to return to public transport.

The Chair reported that this committee could help encourage people to return to public transport (in accordance with Government guidelines) if members were happy to support this.

Resolved: That the briefing note be noted.

28. Cycling Charter Progress Update

The committee considered a report of the Cycling and Walking Manager that reported on matters relating to the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter Action Plan.

Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel introduced the report and reported that it was good news that cycling had increased in the region following the Covid-19 lockdown restrictions.

The Cycling and Walking Development Officer, Hannah Dayan, highlighted key areas within the report. This included work undertaken with Sustrans on a West Midlands Bike Life Report, an update on cycle counters, the network wide cycling parking programme and the Big Bike Revival.

In relation to a comment from the Majority Vice-Chair, Councillor Worrall regarding introducing cycle routes that could run parallel with the tram on the Wednesbury to Brierley Hill Metro Extension route where there was plenty capacity to do so, Hannah Dayan undertook to refer the comments to the relevant officers.

Resolved: That progress to date of the TfWM led initiatives of the West Midlands Cycling Charter Action Plan be noted.

29. Sprint Routes Update

The committee considered a report of the Director of Development and Delivery that reported on progress on key deliverables for the first two bus rapid transit ('Sprint') routes; the A456 Hagley Road, future pipeline schemes and update on vehicles to be used on the route.

The Lead Member for Sprint, Councillor Huxtable introduced the report.

The Senior Management- Sprint Development, Tom Skidmore, highlighted key areas of the report.

Resolved:

1. That progress of the Sprint Programme be noted;
2. That the relationship between Sprint delivery and the other schemes be noted; and
3. That the service be operated by zero emission vehicles and the operator(s) would purchase the vehicles be noted.

30. Notices of Motion

None submitted.

31. Questions

The committee considered a question submitted by the Vice-Chair, Councillor Worrall on 8 July 2020.

In relation to the Government's Emergency Active Travel Fund, is TfWM able to advise the Transport Delivery Committee of:

1. *The full details, listed by Metropolitan District Council, of the recently approved Tranche 1 schemes?*

2. *The DfT's timetable and criteria for Tranche 2 scheme bids (to be given to the TDC meeting if known by 20 July, or otherwise sent to all TDC members as soon as received), together with an indication of the process to be adopted in the West Midlands for preparing, finalising and approving a bid, to include information on whether, how and to whom interested members of the public, and community, cycling, walking, environmental, disability and health groups and organisations, may suggest projects for consideration and possible inclusion in the bid?'*

The Director of Development and Delivery submitted a briefing note in response that was circulated with the papers for this meeting

Resolved that the question and response submitted be noted.

32. Forward Plan

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

Resolved: That the report be noted.

33. Date of Next Meeting

Monday 14 September 2020 at 1.00pm.

34. Exclusion of the press and public

Resolved : That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during 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 (including the authority holding that information).

35. WMCA Board Transport Reports (for information only)

The transport reports that would be considered by the WMCA Board at its meeting on 24 July were submitted for information.

Resolved: That the reports be noted.

The meeting ended at 2.45 pm.

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Investment Board

Monday 10 August 2020 at 10.00 am

Minutes

Present

Councillor Bob Sleigh (Chair)

Nick Abell

Councillor Mike Bird

Paul Brown

Councillor Tristan Chatfield

Councillor Steve Clark

Councillor Karen Grinsell

Councillor Tony Jefferson

Councillor Jim O'Boyle

Councillor Stephen Simkins

Sue Summers

Portfolio Lead for Finance & Investments

Coventry & Warwickshire Local

Enterprise Partnership

Walsall Metropolitan Borough Council

Black Country Local Enterprise

Partnership

Birmingham City Council

Dudley Metropolitan Borough Council

Solihull Metropolitan Borough Council

Non-Constituent Authorities

Coventry City Council

City of Wolverhampton Council

West Midlands Development Capital

In Attendance

Sarah Middleton

Liam Davies

Andy Williams

Martin Clayton

Jonathan Bretherton

Adam Wilkinson

Gareth Bradford

Carl Craney

Dan Essex

Linda Horne

Ian Martin

Pauline Russell

Steve Swingler

Nick Oakley

Black Country Local Enterprise

Partnership

City of Wolverhampton Council

Coventry City Council

Solihull Metropolitan Borough Council

Urban Growth Company

UKC Consultant

West Midlands Combined Authority

West Midlands Development Capital

Item No.	Title
39.	Chair's Opening Remarks The Chair thanked Members and Officers for joining this virtual meeting of the Investment Board. He asked that any Member wishing to speak on any item should use the appropriate icon on the tool bar or indicate their wish in the 'chat' box which would be monitored throughout the meeting. Following the consideration of each item, any member not supporting the recommendations contained within the respective report or those made during consideration of the item would assume to be supported unless members made it clear that they dissented.
40.	Apologies for Absence (if any) Apologies for absence had been received from Richard Moon (Coventry City Council), Paula Deas (Coventry and Warwickshire Local Enterprise Partnership), Sally Agass (Greater Birmingham and Solihull Local Enterprise Partnership) and Serena Dhanoa (West Midlands Combined Authority).
41.	Notification of Substitutes (if any) No substitutes had been nominated.
42.	Declarations of Interests (if any) The Chair, Councillor Bob Sleigh, declared non-pecuniary interests in Agenda Item No. 10 (UKC Interchange - APM Realignment – Full Business Case FBC) and Agenda Item No. 11 (UKC Interchange - Arden Cross Multi-Storey Car Park - Desktop Appraisal - Outline Business Case (OBC) inasmuch as he was a Director of UKC. Councillor Tristan Chatfield declared a non-pecuniary interest in Agenda Item No. 10 (UKC Interchange – APM Realignment – Full Business Case (FBC) inasmuch as he was a Member of the Board of Birmingham Airport.
43.	Minutes of last meeting The Chair referred to Minute No. 27 (SQW Update – Presentation. Ian Martin reported the project selected for the 'deep dive' investigation was the UKC projects and that SQW would be making direct contact with the Project Sponsor(s).
	Resolved: That the minutes of the meeting held on 20 July 2020 be confirmed as a correct record and signed by the Chair.
44.	Investment Programme Update and Dashboard Ian Martin presented a report on the status of the Investment Programme to assist the Board in setting out the context for any investment decisions to be made by the Board.

He reported that approved funding from the WMCA Investment Programme for programmes totals £770.4 million as at 31st July 2020 (£770.4 million as at 30th June 2020). Investment Programme funding actually drawn / incurred by projects against these funding commitments as at 30th June 2020 totalled £197.2 million, an increase of £20.7 million since 31 May 2020. He reminded the Board that the SQW report into the five-year Gateway review continued and that further reports on this matter would be submitted to future meetings.

He referred to paragraph 6.8 of the report insofar as it related to the Coventry South Package and updated the Board that £18 million matched funding had been made available by the Department for Transport towards the Stoneleigh Junction element. Written confirmation of this allocation was awaited but would be confirmed at a future meeting of the Board.

Resolved:

1. That the status of the Investment Programme delivery as detailed within the report be noted;
2. That the progress of the Devolution Deal five-year gateway review be noted;
3. That the Investment Programme funding status be noted;
4. That confirmation of the matched funding towards the Stoneleigh Junction element of the Coventry South Package be confirmed at a future meeting.

45. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (public iteration) as at 1 August 2020.

Resolved:

That the Dashboard be received and noted.

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

The Board considered the WMCA Brownfield Land and Property Dashboard (public iteration) as at 1 August 2020.

Resolved:

That the Dashboard be received and noted.

47. WMCA Revolving Investment Fund (RIF) - Dashboard

The Board considered the WMCA Revolving Investment Fund (RIF) Dashboard (public iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

48. 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).

49. UKC Interchange - APM Realignment - Full Business Case (FBC)

Jonathan Bretherton and Adam Wilkinson presented a report which detailed the Full Business Case in relation to the APM Realignment at the UKC Interchange and responded to a question from the Chair on this matter.

Resolved:

That the funding for the proposed Automated People Mover (APM) realignment required to ensure that the huge economic potential of the expanded Birmingham International Station and adjoining land, which formed part of the wider growth plans for the UK Central (UKC) Hubarea, was realised, be approved.

50. UKC Interchange - Arden Cross Multi-Storey Car Park - Desktop Appraisal - Outline Business Case (OBC)

Jonathan Bretherton and Adam Wilkinson presented a report which requested an allocation of funding for development costs associated with the Arden Cross Multi-Storey Car Park (MSCP). They explained that the funding sought would not normally be subject to consideration by this Board but that an 'in principle' agreement to a repayable grant was also sought in order to deliver the MSCP. A further report on this element would be submitted to a future meeting as the scheme progressed through the WMCA's Assurance Framework. Linda Horne confirmed that the sum sought towards development funding was included within the approved allocation and that further work was required on the terms of the repayable grant. For the avoidance of doubt, Ian Martin advised that the Accountable Body for the scheme was Solihull Metropolitan Borough Council.

The Officers responded to various questions from Members of the Board. Linda Horne explained that ultimately the seven Metropolitan Borough Councils would be required to endorse the proposals in respect of the repayable grant and that the due diligence process was likely to take up to two years to complete. Councillor Stephen Simkins asked for an assurance on the safeguards which would be put in place in the event that the scheme was unsuccessful and also sought an assurance that this type of opportunity would be available to other members of the Combined Authority. Linda Horne advised that a robust Business Case would be required before the repayable grant was entered into and that this would need to ensure that neither the local authorities nor the WMCA was subject to undue risk. The proposal under consideration currently did not involve any financial risk.

Nick Abell suggested that the WMCA should take a charge against the MSCP until such time as the repayable grant was repaid. Councillor Tristan Chatfield requested that, in the light of the 2041 Agenda for carbon neutrality, consideration be given to including reference to this issue in future reports to this Board. Linda Horne advised that making a charge against the MSCP was already under consideration and undertook to ensure that the issue of carbon neutrality be included, as appropriate, in future reports to this Board.

Resolved:

1. That an Investment Programme funding allocation for development costs towards the development of the Arden Cross Multi-Storey Car Park be approved;
2. That the need as a West Midlands region to show a positive commitment towards the development of the Arden Cross Multi Storey Car Park be agreed;
3. That the principle of a repayable grant from WMCA to Solihull Metropolitan Borough Council (SMBC) to deliver the works at the HS2 site, which would be predicated on:
 - i. WMCA and SMBC identifying reliable, sufficient and secure income streams to repay the investment;
 - ii. WMCA being adequately satisfied that the proposal is affordable and that the risks associated with the investment are acceptable to WMCA;
 - iii. WMCA Constituent Authorities supporting the agreement and in particular noting the exposure to the under-write risk;
 - iv. The proposals progressing through the WMCA Assurance framework;
 - v. Final approval to any repayable grant by WMCA Board;
4. That a further report be submitted to a future meeting in respect of the repayable grant subject to the progression through the WMCA Assurance Framework.

51. WMCA Collective Investment Fund (CIF) - Dashboard

The Board considered the WMCA Collective Investment Fund (CIF) Dashboard (private iteration) as at 1 August 2020.

Councillor Stephen Simkins referred to the schemes at Wolverhampton and Wednesfield and requested greater collaboration between the various parties. The Chair reminded the Board that all schemes had been subject to the submission of a Business Case by the respective local authority. Ian Martin explained that prior to investment opportunities being considered by this Board they were first considered by the Investment Advisory Panel. This would shortly be replaced by an Investment Panel comprised of Officers from local authorities and he invited relevant input from Officers at that stage.

Resolved:

That the Dashboard be received and noted.

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

The Board considered the WMCA Brownfield Land and Property Development Fund (BLPDF) Dashboard (private iteration) as at 1 August 2020.

Councillor Stephen Simkins asked as to the balance of funds available for brownfield land remediation and on any steps underway to replenish the Fund. Gareth Bradford advised on a recent Government announcement of an additional £40 million fund which the WMCA would be submitting a bid for in respect of brownfield land remediation. This was in addition to the £84 million awarded recently to the WMCA for this purpose.

Resolved:

That the Dashboard be received and noted.

53. WMCA Revolving Investment Fund (RIF) - Dashboard

The Board considered the WMCA Revolving Investment Fund (RIF) Dashboard (private iteration) as at 1 July 2020.

Resolved:

That the Dashboard be received and noted.

54. Land and Property Investment Fund (LPIF) - Dashboard

The Board considered the Land and Property Investment Fund (LPIF) Dashboard as at 1 August 2020. In response to an earlier question from Councillor Stephen Simkins, Sarah Middleton reported that the funds in the LPIF had been allocated and on the collaborative work which was underway to seek further funding through the Comprehensive Spending Review.

Resolved:

That the Dashboards be received and noted.

The meeting ended at 11.08 am.



**West Midlands
Combined Authority**

Strategic Economic Development Board Meeting

Wednesday 20 August 2020 at 11.00am

Notes

Members

Greater Birmingham & Solihull LEP	Tim Pile (in the Chair)
Black Country LEP	Tom Westley
Coventry & Warwickshire LEP	Sarah Windrum
Cabinet Portfolio - Economy & Innovation (City of Wolverhampton)	Councillor Louise Miles
Dudley MBC	Councillor Angus Lees
Solihull MBC	Councillor Karen Grinsell
Warwickshire CC	Councillor Izzi Seccombe
West Midland Growth Company	Matthew Hammond

Officers in Attendance

Black Country LEP	Sarah Middleton
Coventry & Warwickshire LEP	Katie Hughes
Greater Birmingham & Solihull LEP	Katie Trout
Greater Birmingham & Solihull LEP	Paul Edwards
Greater Birmingham & Solihull LEP	David Furmage
City of Wolverhampton	Laura Collings
Energy Capital	Matthew Rhodes
West Midlands Combined Authority	Julia Goldsworthy
West Midlands Combined Authority	Clare Hatton
West Midlands Combined Authority	Adam Hawksbee
West Midlands Combined Authority	Rebecca Riley
West Midlands Combined Authority	Jonathan Skinner
West Midlands Combined Authority	Tony Smith
WMCA – Energy Capital Board	Matthew Rhodes

**Item
No.**

90. Apologies for absence

Apologies for absence were received from Nick Abell, Prof John Latham and from Councillors Adrian Andrew, Ian Brookfield, Matthew Dorner, George Duggins, David Humphreys and Ian Ward.

91. Declarations of Interest

No declarations were made.

92. Notes of the Strategic Economic Plan Board Meeting held 24 July 2020

The Chair advised that the meetings going forward would be recorded to assist with note taking but would be deleted when the next SED Board meeting approved the notes of the previous meeting.

Resolved:

That the notes of the meeting held on the 24 July 2020 be approved as an accurate record.

93. SED Board Tracker Log

Resolved:

That the SED Board Tracker Log be received and noted.

94. Forward Plan

The Chair observed that the Forward Plan still required further revision and Katie Trout advised that she was working with colleagues across the CA and LEPs to develop, taking into consideration new market opportunities, sectors work, activities from the road map and strategy refresh and advised that a comprehensive Forward Plan would continue to be developed. Julia Goldsworthy added that the Forward Plan should include where the flow from SED Board decisions would be submitted, to include the WMCA Board.

Resolved:

That the Forward Plan continue to be reviewed and updated to provide for a planned future work programme of the Board.

Economic & Innovation Portfolio

95. West Midland CA Covid Economic Monitoring – WM Redi weekly monitor (7 August 2020) and the updated SED Board Economic Dashboard

Rebecca Riley was in attendance to provide an update on the economic monitoring reporting. She advised that the dashboard showed a mixed picture with a number of negative indicators. However, she advised that:

- the number of deaths from Covid had reduced;
- Youth claimants had risen significantly, although currently this had levelled off but there would be a need to see the impact at the end of the Furlough period;
- All claimants – second joint highest region across all age groups;
- Future Business Activity – highest performing region;
- FDI – highest region outside of London, albeit the figure had reduced from the equivalent period last year;
- Furloughed employees – highest of all CA areas. Impact uncertain until furlough scheme ends.
- Housing prices nationally had risen – although this was primarily London.
- The knock-on impact of A-levels results were an ongoing issue and the bottom and middle performing universities might suffer the most.
- Regional Lockdowns -remained an ongoing risk.

Julia Goldsworthy referenced the trajectory of the economy and asked if there was a feel for what it would look like? It was noted that the State of the Region document presented at the previous meeting, was being further developed to include potential future trends; what might be accelerated; and what might change. Rebecca advised that thought was being given to the future focus of partners' research which could be used to inform the region's strategy refresh. She offered to bring this to the next meeting.

Tom Westley advised that anecdotally his manufacturing colleagues were back to approximately 80% productivity and asked if the data across sectors supported this or whether it was peculiar to manufacturing. He was advised that where demand was returning then yes this seemed to be a reflection of current productivity, although this was not reflected across all sectors with hospitality reduced and retail operating at 60% of previous activity.

Councillor Izzi Seccombe stated that there was benefit to understand what sectors were doing well and what sectors required further support and asked for a breakdown to the next meeting. She was advised that Agri-tech was performing well but was quite niche and did not provide major employment. In respect of the whole process it had demonstrated that employers would not need the same employment levels in the future.

The Chair observed that businesses were discovering that they could do the same with less people.

Councillor Izzi Seccombe stated that it would be useful to know how many patents were being logged and in which sectors. She stated that if there was significant change then there was a need to adapt to support it and not to put energy into areas to keep them going.

The Chair commented that the areas for growth included Life Sciences, Digital and Low Carbon.

Councillor Angus Lees noted it was predicted that there would be a large rise in unemployment and questioned what could be done at "ground level" to use the talent from that pool of people. It was noted that the Economic Impact Group were considering sector impacts and the employees who were most vulnerable.

The Chair commented on the GDP data being from last year and was advised that there was a lag with the data being produced. He added that there was an impact on the need for office space and the impact of footfall for small businesses that relied on office traffic. The Chair stated that the impact measurement should not only be sector dynamic but look at the place dynamic. He queried whether because of the high levels of furlough, the region was ready for the end of the scheme and whether the potential impact linked into the CSR asks.

Rebecca Riley advised that the redundancy HR1 notices had increased which was an indication of the likely increase in unemployment.

Councillor Angus Lees advised that Dudley MBC had revised a major development scheme in the town, the Portersfield site, with a change of emphasis, reducing office space and increasing housing plans.

Resolved:

- 1) That the data submitted and comments thereon be noted;
- 2) That the economic dashboard produced for the next meeting also includes a summary of sectoral impact; and
- 3) That an item on Future Research Focus come to the next meeting for discussion.

96. Devolution Response – submission to Government

Adam Hawksbee introduced the report and highlighted that the focus was on four things:

- a) A whole system approach – including all local agencies in delivery, not just focusing on devolution to the combined authority.
- b) Subsidiarity – including double devolution - to ensure that local authorities both benefit directly from the process and can make their full contribution - and triple devolution – empowering local communities.

- c) Sustainability – putting the finances of both local authorities and the combined authority on a sustainable footing and focusing on prevention and long-term economic change (including zero carbon).
- d) Simplicity – improving the clarity of how metropolitan governance works and accountability to local people.

Adam Hawksbee referenced the Levelling Up agenda with the need for the region to retain locally raised taxes in a single pot; delivery and the need for additional powers in the region, such as low carbon; housing and targets to use public land; employment support and apprenticeships, although he acknowledged the DfE were resistant to devolving powers. He advised that the white paper was envisaged to provide for more Mayoral combined authorities and the potential for re-organisation of local government but that the CA was working to the functional economic boundaries of the three LEPs; in regard to pan regional bodies he advised that there was not a desire to see the Midlands Engine move to a statutory function. The paper as submitted to Government represented a start of a process. It was expected that the white paper would be published at the end of September or early October, although there was an expectation that there could be some slippage.

Councillor Karen Grinsell referenced and welcomed the UK Central plans evidenced in the submission. She stated that UK Central had a clear and co-ordinated Employment and Skills investment plan which required funding. She asked how the transition from ESIF would be managed. Adam Hawksbee advised that the expectation was that there would be a shared prosperity fund and that thoughts on its make-up/application had been included in the submission to Government.

Sarah Middleton referenced the opportunity to campaign for a single pot and the balance between statutory and non-statutory delivery. She advised that LEPs had had the opportunity to focus on non-statutory economic growth and stated that the narrative around the single pot ambition needed to careful to reflect different roles for delivery i.e. non-statutory and statutory.

The Chair stated that he was aware of the reference to delivery and accountability frameworks in the document but stated he was not clear how it would be guaranteed. Thus, if there was a single pot, there was no framework to how it would work. He also felt that the region needed to make a stronger argument for having such a pot, including being clear on its role and purpose. He observed that it was critical for a good dialogue to be maintained with Government over the next few months. He asked how the SED Board could assist in the process.

Adam Hawksbee advised that conversations were ongoing. In regard to the Single Pot, granular policy work was being undertaken through the Devolution Strategy Group.

Julia Goldsworthy referenced that through the Midland Engine, the LEP Network and the Mayor meetings with Ministers, the core messages could be re-enforced. She stated that the Devolution Strategy Group and the officer group would look at ways of engaging and provide a brief to the next SED Board.

Resolved:

- 1) That the Board note the update received;
- 2) That officers provide a further update to the Board on the role and purpose of the single pot; and
- 3) An update on strategic engagement on the White Paper submission the next meeting.

97. Comprehensive Spending Review

- Business Resilience and Productivity
- Culture
- Employment & Skills

Julia Goldsworthy provided a brief introduction to the report to include timescales for the submission, the potential for the CSR to be a one-year programme rather than a multi-year programme; the opportunities for levelling up and public services; and the three packages around the economic themes, where the SED Board had a crucial role to play, that is Business Resilience and Productivity, Culture and Employment & Skills. She highlighted that the piece of work had a very tight deadline and that an updated version would be made available after 24th August with comments required by the end of the month.

Business Resilience and Productivity

Paul Edwards advised that the SED Board in January 2020 had noted three challenges with business support: the offer was fragmented; providers were competing; and services were driven by what providers wanted to deliver rather than need

He stated that the aim of the paper was to provide a coordinated, complementary and commissioned approach which had been developed through working with Growth Hubs and LEPs' Policy leads. In light of the pandemic everything had become more urgent and that some of the emphasis has changed e.g. the need for more support for early stage entrepreneurs, especially young entrepreneurs.

He detailed the specific asks in the paper:

- 1) Business Transformation and Diversification including Export Growth (£165 million over three years)
- 2) Strategic Business Leadership (£50 million over three years)
- 3) Equity Finance (£250 million over three years)
- 4) Innovation and Research & Development (£675 million over three years)

- 5) Low Carbon Business Diversification (£50 million over three years)
- 6) Targeted Sector Growth Support (£60 million over three years)
- 7) Place-Based Enterprise Growth (£35 million over three years plus capital of c.£125 million)

Whilst framed as Single Pot, he advised that he wanted to ensure the SED Board were comfortable with the single programme approach that allowed some flex.

In regard to infrastructure it was noted that two planning white papers were coming through Government about Housing and Planning. Julia Goldsworthy advised that these would be addressed by the relevant officers in the CA – Gareth Bradford and Laura Shoaf.

Sarah Middleton advised that there was a need to reflect on the balance of revenue and capital, as in the business support space there must be sufficient revenue funding i.e. for firms to transition to digital. Whilst 5G was easy to reference there was a need to stimulate demand. In respect of Innovation there was demand and supply led innovation with the supply side generally from universities, thus there was a need to ensure a balance.

Sarah Windrum highlighted the issues for the creative industries sector, with the need for in-depth business led support; revenue and capital availability. She highlighted that many were sole traders with no premises thus they could not access current support and this freelance area provided a path way for young people. She asked that she would like to see more on that developed in the ask.

Paul Edwards agreed to pick up these comments into the paper. He acknowledged that there was a lot to cover but that for the ask they should focus on the 10-12 most important asks for the region.

Councillor Karen Grinsell referenced the point regarding the Brexit transition needing to be referenced and Sarah Windrum referenced concern the Single Pot looked the same as before, highlighting the engagement work LEPs had done with the business community and the need for flexibility.

The Chair stated that it would be useful to get across in the paper more outputs and impacts i.e. how many jobs would be created. He stated that it needed to be clear how it would make a difference to the region and the nation. The narrative should include the fundamentals for the economy of leveling up, the WM as a scientific powerhouse and the zero carbon agenda.

Julia Goldsworthy advised that zero carbon was a cross cutting theme.

The Chair concluded that the document should include not only what was being asked but a further column to state what the ask would deliver.

Employment and Skills

Clare Hatton introduced her paper and stated that it represented a joint Employment and Skills ask for single pot. She advised that employment support was hugely fragmented and how fragile and dependent on ESF it had been. She stated that there was a need to co-ordinate employment support and in regard to skills the focus was level 3-5 with an offer in the Adult Education Budget.

She stated her asks of the Board were:

Are the amounts, right?

Does the partnership element come through strongly enough?

In regard to recharge there had been an attempt to keep it consistent but that some Government announcements were time limited.

Sarah Windrum queried the deliverability in the Level 3-5 area and asked if this would be through colleges and local providers? She was advised that this would be the case plus universities for Level 4-5.

The Chair noted that there was a need for clarity on who did what in the employment and skills space. In regard to the right pitch for funding he advised that he felt the paper had support on that, in regard to partnerships he stated that the more specific the references werehere the better.

Sarah Middleton referenced the funding level of the ask and commented that in light of the likely levels of unemployment/reskilling there should be some “rain check” on the level as it was going to be uncharted territory.

The Chair asked how much it cost to support one individual and Clare Hatton advised that they had costed for a Level 3 qualification but not for employment support and advised that the comments were very useful.

Sarah Windrum referenced the upskilling of business leaders, which was usually done by themselves, and asked that this should be considered as they provided the uplift for the economy and innovation. It was noted that this was currently picked up in the Business Resilience and Economy paper.

Katie Trout welcomed the further development of the submission over the last week and stated that there was an opportunity to further work on the strategic case i.e. why is this approach needed and what would be the impact. This would be important particularly as the DfE is not keen on further devolution.

Clare Hatton welcomed the feedback and acknowledged that whilst the DfE were not in the devolution space the conversations on the Single Pot were progressing.

Culture

David Furmage referenced three packages linked to the Culture asks: - Cultural and Business Restart; Cultural Clusters and Technical Investments; and Place Investments.

The Chair stated that he was pleased to hear ask was not just a response to Covid19 but for strategic investment in the area. He welcomed the granularity of the ask and the outputs.

Sarah Middleton referenced the leveling up of the whole 3 LEP geography and stated that there was an opportunity to reference the UNESCO Global Geopark status achieved by the Black Country and the canals link in the region and asked that the narrative be worked on.

Councillor Karen Grinsell referenced 10-year cross regional sustainability plans and asked that these be linked into the ask.

The Chair asked that officers undertake further conversations to ensure there were regional links.

It was noted that the value of the ask was £295m capital and £74m revenue, giving a total ask of £369m. Jonathan Skinner advised that there was a balance to be struck on the value of cultural offers in the region as they made the West Midlands an attractive place to visit, live and invest in. He stated that there was a wider element in regard to how the region could engage and influence national investment, such as the Arts Council.

The Chair referenced culture and the creative industries and advised that whilst hugely connected, there were different levers to be pulled to have influence highlighting the Jewellery Quarter and Gaming industry.

Councillor Izzi Seccombe referenced the City of Culture for Coventry in 2021 and the opportunity and legacy that would arrive from that.

The Chair stated that the current assets and what was on the horizon provided a powerful point for culture and inward investment, with the associated economic benefits.

The Chair advised that with the overall submission the health economy should be picked up and Julia Goldsworthy agreed to address this point in the submission.

Resolved: that the Boards comments and suggestions as captured above be incorporated into the Comprehensive Spending Review submissions.

98.

Environment Board 25 June 2020 – Energy Transition Report

Matthew Rhodes introduced his paper and advised that the Energy Capital Board reported through to both the SED Board and Environment Board.

He advised that the regional energy infrastructure investment was planned and funded through five-year plans agreed between the local monopoly providers (DNO's – Western Power Distribution, Cadent and National Grid) and Ofgem. The scope was £7bn of assets across the region, affecting energy prices for citizens and businesses, as well as the attractiveness of the region for inward investment.

The current approach to energy infrastructure planning inhibited economic growth and the implementation of the industrial strategy because the Local Authorities had a limited and ineffective voice in the process. Energy Capital had led the challenge on the issue and were engaged in national discussions on how to improve the outcomes of these processes for the region.

He detailed the Energy Capital proposal:

- Local authorities would continue to lead the engagement for their areas and liaise with the DNOs, particularly the lead spatial planners;
- Energy Capital would support this process and provide the specialist technical and commercial expertise in energy infrastructure to make sure engagement is at the right levels and that the data and information provided to local stakeholders is discernible and meaningful;
- Ultimately, Energy Capital would seek statutory recognition for the role of local government in this space through the West Midlands Combined Authority.

He advised that action on this was urgent given the electricity price settlement/negotiation was happening now and the window of opportunity was limited. The immediate next step was for Energy Capital to socialise the ask with all the Local Authorities and get them to sign a letter of authority that we can take to OFGEM, WPD, Cadent and National Grid to enable collaboration.

Tom Westley stated that this represented a fantastic opportunity for the region and highlighted how powerful the region could be when properly represented ourselves to Government.

Councillor Izzi Seccombe stated that it was such a significant amount of money and asked why it was not part of the Devo ask? Matthew Rhodes advised that it was part of the Devo Ask, to have a statutory recognition of local authorities in the energy price negotiations. He advised that is cost Government nothing and would bring regional growth.

Councillor Angus Lees asked to understand what a call for action was for the local authorities to get involved. Matthew Rhodes advised that as a local authority there were strategic plans for housing and the economy, thus low carbon electricity was implicit to these existing plans, not just for the green economy but for the energy infrastructure for companies and new housing. On a further question Matthew Rhodes noted that there were a number of suppliers but that Western Power owned the infrastructure, thus the ask was for the spatial and economic plans for from each local authority, which Energy capital would link into an electrical engineer and approach Western Power.

The Chair advised that the 7 Mets would prove a galvanizing force and provide for the best possible result. He asked if there had been any resistance to the proposal and was advised that whilst there was no resistance it did represent a new area for everyone across the piece.

It was noted that Energy Capital needed to speak to have each local authority identify the relevant officer to speak to.

Resolved: That the SED Board:

- 1) Note the integration of the work of Energy Capital into the #WM2041 and TfWM programmes and continue to add the weight of the SED Board to the recognition of the importance of energy infrastructure as a foundation of clean economic growth in the West Midlands; and
- 2) Endorse Energy Capital's proposed approach to engaging with the regional energy network operators collaboratively, with and on behalf of, the constituent members, with a view to getting a better outcome for the region from current and future energy infrastructure price control negotiations.

99. Minutes of Energy Board – 3 June 2020

Resolved:

That the Board receive and note the Minutes of the Energy Board held on 3 June 2020.

100. Date of Next Meeting

Resolved:

- 1) that it be noted that the next meeting would be held 10 September 2020.

The meeting closed at 1.00pm

Chair

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Minutes

Present

Councillor Mike Bird (Chair)

Councillor Keith Allcock

Bill Blincoe

Councillor Ian Courts

Councillor Matthew Dormer

Philip Farrell

Councillor Julie Jackson

Councillor Angus Lees

Sarah Middleton

Councillor Daren Pemberton

Kevin Rodgers

Councillor Jacqueline Sweetman

Councillor David Wright

Walsall Metropolitan Borough Council

Sandwell Metropolitan Borough Council

Coventry & Warwickshire Local

Enterprise Partnership

Solihull Metropolitan Borough Council

Redditch Borough Council

Homes England

Nuneaton & Bedworth Borough Council

Dudley Metropolitan Borough Council

Black Country Local Enterprise

Partnership

Stratford on Avon District Council

West Midlands Housing Association

Partnership

City of Wolverhampton Council

Telford and Wrekin Council

Item Title

No.

10. Apologies for Absence

Apologies for absence were received from Councillor Peter Butlin (Warwickshire) and Marc Liddeth (Environment Agency).

11. Minutes - 6 July 2020

The minutes of the meeting held on 6 July 2020 were agreed as a correct record.

12. Housing & Land COVID-19 Recovery Strategy and Implementation Plan

The board considered a report from the Director of Housing & Regeneration providing an update on the progress made to develop a portfolio-specific COVID-19 economic recovery strategy and interventions plan in response to the challenges and opportunities brought about by the pandemic.

At its meeting on 27 April 2020, this board commissioned the preparation of a Housing & Land portfolio COVID-19 Recovery Plan that specifically focused on driving forward opportunities and interventions in each of the major programmes of work within the board's current Annual Business Plan. This would sit alongside, and directly inform and be informed by, the wider regional economic recovery work agreed by the Mayor and constituent authority leaders. Whilst the focus of the regional investment case had been on the immediate economic challenges facing the region during lockdown, the housing and land recovery planning work was being developed with interventions and projects being identified for the next 24 months and beyond and to inform the refinement of key projects and policy work.

Seven priority areas for housing and land within the West Midlands had been identified, relating to:

- brownfield regeneration
- affordable housing policy and delivery
- business and investor partnerships
- Advanced Manufacturing in Construction, high quality design and zero carbon
- public land/One Public Estate
- town centres
- employment land and enterprise

The Chair thanked officers for all the work they had done in pulling together the recovery strategy and implementation plan.

Resolved:

- (1) The draft Housing & Land COVID-19 Recovery Strategy, showcasing this board's proactive work on this agenda, be approved for publication.
- (2) It be agreed that a public-facing document be published in order to communicate the Housing & Land portfolio's COVID-19 recovery strategy to a wider audience, and that authority be delegated to the Director of Housing & Regeneration in consultation with the Portfolio Lead for Housing & Land to agree the final contents of the document.
- (3) The engagement and on-going development of the recovery strategy, undertaken through strong collaboration with local authorities, local enterprise partnerships and expert advisory groups and taskforces be noted.
- (4) It be noted that the recovery strategy had informed the region's 'Recharge the West Midlands: Kickstarting the West Midlands Economy' document published on 23 June 2020 and was directly informing future asks of the Government through the Comprehensive Spending Review, forthcoming business case submissions and the wider business of this board.

13. COVID-19 Recovery Discussion Paper: Town Centre Living and Regeneration

The board considered a report from the Director of Housing & Regeneration on a number of high level strategic town centre recovery policy principles and interventions that had emerged following discussions with the Town Centre Taskforce, the Government, expert industry forums and officer working groups to support town centres to recover from the COVID-19 lockdown.

Whilst each town centre was unique, these discussions had identified a number of common themes and challenges, prompting the development of ten key principles that would need to underpin any regional town centre COVID-19 recovery policy and interventions. The overarching principles and supporting interventions would be incorporated into the Housing & Land Portfolio Recovery & Implementation Plan (minute no. 12 above), the Comprehensive Spending Review submission to Government, the COVID-19 project pipeline, amendments to the Single Commissioning Framework and forthcoming business cases to the Government.

The Chair stressed the importance of developing a strategy that recognised that COVID-19 was unlikely to disappear from communities, and therefore town centres needed to adapt and exist in an environment where social distancing and other health measures were the norm. Councillor Ian Courts highlighted that land ownership issues within town centres were often the most significant barriers to development, and therefore these needed to be addressed within any strategy.

Councillor Julie Jackson stressed the importance of ensuring that there was no duplication between this work and that already being done by local authorities themselves. The Director of Housing & Regeneration confirmed that the WMCA was seeking to add value to the work already being done in town centres and would work closely with constituent and non-constituent authorities to ensure workstreams aligned. Councillor Keith Allcock noted that revenue funding was often the barrier to supporting town centres, and the Director of Housing & Regeneration indicated that this particular issue was one that the WMCA was lobbying hard with the Government over.

Resolved:

- (1) The town centre living and regeneration policy principles and typology of interventions set out within the report be endorsed.
- (2) It be noted that, as this board had previously discussed, the town centre living and regeneration policy paper was informing the region's Comprehensive Spending Review submission to the Government, future business cases to the Government for town centre and brownfield regeneration investment by the WMCA and local authorities, and was informing decisions by the WMCA over devolved housing and land funds through its Single Commissioning Framework.

- (3) It be noted that the report had been co-developed with officers from across the region on the Housing & Land Delivery Steering Group, as well as private sector partners and industry representatives on the Commercial Property Forum and Town Centre Taskforce.

14. COVID-19 Recovery Discussion Paper: Public Land

The board considered a report of the Director of Housing & Regeneration on the role of public land and its disposal in the WMCA's wider COVID-19 recovery plans and on how a new approach to public land disposals and development could support delivering this board's business plan and key policy objectives.

The WMCA's Land Commission report in 2017 recommended that a more productive use of the public estate should be a key aspect to any housing and regeneration activity within the region. It suggested engaging strongly as a single combined entity with the One Public Estate programme and undertaking a land audit under which all public land and relevant private sector bodies would be asked to justify their asset strategies for operational, strategic and surplus land. The key finding from the report was based on experiences elsewhere that land supply to meet housing and employment needs could be partly met from a more effective utilisation of the public sector estate.

The total amount land in the West Midlands in public ownership amounted to approximately 5,713 hectares. This land was managed by various public sector organisations with some joined up working but no single overarching co-ordinated approach, programme, policy principles or governance. The report set out some of the key policy principles underpinning any public land recovery policy, along with a number of proposals for further development.

The Chair welcomed the report and noted that the potential use of land should not be limited solely to housing, for example where there were greater benefits to be achieved through zoning land for manufacturing use. Councillor Ian Courts noted the strong links between this item and the Housing & Land Recovery Strategy discussed earlier. In response to a question from Councillor Daren Pemberton, the Director of Housing & Regeneration confirmed that this work involve constituent and non-constituent authorities.

Resolved:

- (1) The report, produced in line with the commission from this board as part of the COVID-19 Recovery Plan, be noted, and the key policy principles set out within it be endorsed.
- (2) It be agreed that this work should inform the region's forthcoming response to the Comprehensive Spending Review consultation and bid to the next funding round for the One Public Estate Programme (OPE 8).

- (3) The work to co-develop this report with Housing & Land Delivery Steering Group, One Public Estate groups and the Commercial Property Forum be noted.

15. Advanced Manufacturing in Construction Routemap

The board considered a report of the Director of Housing & Regeneration providing an update on the work undertaken by the WMCA, the Advanced Manufacturing in Construction Officer Working Group and the Expert Advisory Group in producing a routemap for accelerating the Advanced Manufacturing in Construction (AMC) industry and take-up in the region.

Due to the barriers that currently existed in increasing the uptake within the AMC industry, a comprehensive routemap and strategy would be developed that would set out the purpose of, and aspiration for, AMC in the region, and detail the key steps required to deliver these aspirations in the short and medium term. The routemap would ensure the region's approach focused not just on investing in more AMC units, but on wider changes to the construction industry in the West Midlands that also delivered inclusive growth, social value, quality and improved environmental performance.

Part one of this routemap was appended to the report, and it was intended that part two would now be prepared, exploring options for implementing the recommended short-term actions contained within part one. Both parts would then be submitted to the next meeting of this board for approval.

The Chair noted that this was a significant growth area and that there was scope to re-skill people losing their jobs in other sectors, particularly if the region's dependency on the motor industry was to fluctuate in the coming years. Councillor Ian Courts noted that AMC was most effective when delivered at scale, and that this scaling up amongst private developers was the key to its success. It was also important to promote the quality of the manufacturing process involved in AMC. The Chair noted that this enabled genuine year-round housing construction, unaffected by variances in weather.

In response to a question from Councillor Keith Allcock, it was clarified that the proposed routemap was seeking to encourage and facilitate house builders to adapt to advanced manufacturing techniques, rather than creating the WMCA's own manufacturing capability.

Resolved:

- (1) The structure and format of part one of the Advanced Manufacturing in Construction routemap be agreed.
- (2) The proposal to explore options for implementing the routemap's recommendations prior to the meeting of the board on 2 November 2020 be agreed.
- (3) The intention to complete part two of the routemap over the coming months, and to bring both parts of the routemap for agreement the meeting of the board on 2 November 2020 be agreed.

- (4) It be noted that the routemap was directly informing negotiations underway with the Government on securing a £50m enabling fund to support Advanced Manufacturing in Construction.

The meeting ended at 11.10am.



Overview & Scrutiny Committee

Monday 7 September 2020 at 10.00 am

Minutes

Present

Councillor Lisa Trickett (Chair)	Birmingham City Council
Councillor Ahmad Bostan	Sandwell Metropolitan Borough Council
Councillor Richard Brown	Coventry City Council
Paul Brown	Black Country Local Enterprise Partnership
Councillor Mike Chalk	Worcestershire Non-Constituent Local Authorities
Councillor Peter Fowler	Birmingham City Council
Councillor Robert Grinsell	Joint Coventry/Solihull Representative
Councillor Stephen Simkins	Association of Black Country Authorities
Councillor Diane Todd	Staffordshire Non-Constituent Authorities

In Attendance

Deborah Cadman	West Midlands Combined Authority
Louise Cowen	West Midlands Combined Authority
Julia Goldsworthy	West Midlands Combined Authority
Adam Hawksbee	West Midlands Combined Authority
Aisha Masood	Young Combined Authority
Lyndsey Roberts	West Midlands Combined Authority
Sean Russell	West Midlands Combined Authority

Item Title

No.

62. Inquorate Meeting

This meeting was inquorate and therefore decisions taken at the meeting would be submitted to the WMCA Board on 18 September 2020 for formal approval.

63. Apologies for Absence

Apologies for absence were received from Councillor Cathy Bayton (Association of Black Country Authorities), Councillor Angus Lees (Dudley Metropolitan Borough Council) and Mike Lyons (Greater Birmingham & Solihull Local Enterprise).

64. Minutes - 13 July 2020

The minutes of the meeting held on the 13 July 2020 were agreed as a correct record.

65. Chair's Remarks

(a) Gigafactory

Prior to committee, the Chair had circulated key information relating to the Gigafactory programme and informed the committee that a deep-dive would be undertaken with further information being provided at its next meeting.

(b) WMCA Scrutiny Review on the Effectiveness of the WMCA's Governance Structures in Delivering the Policy Objectives of the WMCA

The Chair informed the committee of her discussions with relevant officers to progress the findings on the governance review previously undertaken. Due to the COVID-19 pandemic and the delay in the Mayoral elections, the findings of this review had not yet been progressed.

66. Recharge West Midlands - Creating Grand Central Diagnostics Hub

The committee received a presentation from the Director of Implementation on the Grand Central Diagnostics Hub at Birmingham New Street station. It was recognised that the region faced significant health inequalities which had only been exacerbated by the COVID-19 pandemic. The need to provide quicker access to diagnosis and treatment to those with life-threatening conditions to ensure they could remain in employment as long as possible was highlighted.

The committee expressed its concern over the focus of a health-related initiative, as this was not directly within the remit of the Mayor's powers. The Chief Executive confirmed that this was a pilot and was linked to the WM5G programme, with a focus of 5G technology. She also highlighted that the WMCA had responsibility and powers for public service reform, which provided legitimacy to this initiative.

Councillor Ahmad Bostan expressed his concerns regarding the accessibility of Grand Central being the chosen location, and requested further information on the assessments being completed to indicate that this location successfully met the needs of those suffering from health inequalities. Councillor Richard Brown echoed those concerns around Grand Central being the access point as to those in need in deprived areas.

The Director of Implementation confirmed to the committee that further work was being undertaken to develop the original proposals, and it had only been targeted within Birmingham as this was a pilot project. In respect of volume of footfall, the Director of Implementation highlighted that he had received data from transport colleges which indicated that 50 million individuals accessed Grand Central across the year.

The committee requested further information on the assessment being completed on those individuals from inner city communities accessing Grand Central and those from black, Asian & minority ethnic communities suffering from health inequalities. Information on the suggested individual profile was also requested, as well as the return on investment and target numbers for the usage of the diagnostic hub.

Recommended to the WMCA Board that:

- (1) The presentation be noted.

67. Economic Recovery in the West Midlands

The committee considered a report from the Director of Strategy providing an update on the progress of the region's economic recovery plan and activity including the 'Recharge the West Midlands' investment proposition. 'Recharge the West Midlands' was the region's collective proposition to Government to stimulate economic recovery and boost business and consumer confidence. Since its submission in June, 18 of the 31 propositions had either been allocated funding or were in policy areas where the Government had allocated money, and the WMCA would continue to push for confirmation of funding for the West Midlands.

The Chair expressed her disappointment that a tracker had not been implemented to cross-reference the bids submitted to Government against what was approved, as had been requested at the last meeting. The Chair requested information in the tracker to show outcomes, outputs and how the bid aligned to the needs of the region impacted by the COVID-19 pandemic. The Director of Strategy undertook to work with the Chair to implement a tracker to provide to committee with the necessary information.

The Chief Executive highlighted that the WMCA would continue to make appropriate bids on Government announcements to respond to the needs of the region, whilst ensuring a focus was maintained on sustaining and growing the economy for the West Midlands and protecting individuals from unemployment. The committee was keen to ensure that value for money was embedded across all propositions. The Chief Executive suggested that at a future meeting, information from the Community Recovery Group and Citizen Panel was considered to be able to scrutinise the feedback received from communities and how this influenced the decision making process.

Recommended to the WMCA Board that:

- (1) The region's overall approach to economic recovery, taking account of short and long-term actions tailored to economic and health conditions, be noted.
- (2) The impact of Government's announcements, including those in respect of the region's 'Recharge the West Midlands' Proposition, and how this provided the basis for influencing the Comprehensive Spending Review, be noted.

68. Comprehensive Spending Review - Draft Submission Document

The committee received a report from the Head of Policy & Programme Development on the draft response to the Government's 2020 Comprehensive Spending Review consultation. The submission was broken down into four thematic projects; infrastructure, economy and skills, public services and financial sustainability.

Councillor Bob Grinsell referenced the information provided on the HS2 interchange and how this related to an application considered by Solihull Metropolitan Borough Council's planning committee on access to parking, ensuring that proposals provided value for money. The Chair also commented on how further proposals should consider the #WM2041 environmental ambitions and the need for investment into transport infrastructure. She also commented on the need to clearly identify which proposals were being prioritised to reflect the needs of the region to make a difference.

Councillor Ahmad Bostan expressed his concern over the ending of the furlough scheme and how the residents of the West Midlands region would suffer and what the WMCA could do to help those struggling with potential redundancies. Further to Councillor Mike Chalk's question on public consultation, the Head of Policy & Programme Development confirmed that engagement had been undertaken with individuals representing varied social-economic groups.

Recommended to the WMCA Board that:

- (1) The comments made by committee be noted and help form the final draft of the consultation response to be considered by the WMCA Board on 18 September 2020.

69. Forward Plan

The committee noted a forward plan of items that were to be reported to further meetings of the committee and the WMCA Board.

The Scrutiny Officer provided members with an overview of the work programme to be considered by the committee and the Mayoral question times. Members were to provide the Scrutiny Officer with any requests for further information to help with their lines of enquires in preparation for the Mayoral question times.

The Chair informed the committee of her proposals for a task and finish group to consider investments within the Black Country. Members were in agreement to this proposal. The Scrutiny Officer was to draw up a review scoping document for the task and finish group, which would be shared at the next meeting.

The Chief Executive suggested that the committee consider the WMCA's response to the Government's Devolution White Paper, along with the community recovery priorities and the impact of the lifting of the furlough scheme. The Chair welcomed this suggestion and requested that these items, along with the outstanding WMCA governance scrutiny review, be scheduled for the appropriate meetings, including arranging additional meetings of the committee as required.

70. Date of the Next Meeting

Monday 2 November 2020 at 2.00pm.

The meeting ended at 12.05 pm.

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Round up of Young Combined Authority (YCA) activity, August /September 2020

The YCA held its 12th monthly meeting on 19 August 2020, celebrating one year of the Young Combined Authority. The plan is to build on the YCA's successful start by moving forward as a:

YCA Board – which will work closely with the WMCA to help to inform policy development

YCA Community – a wider engagement panel (being developed).



Gina Patel
@PatelGinaS

So year 1 of [@wmyoungboard](#) is over and what an incredible year it has been! It has been an incredible year working alongside other board members making a huge impact across our region! I can't wait to see what year 2 brings! [#RunYourRegion](#) [#YouthVoice](#) [#WestMidlands](#)

The YCA Board met on 2 September 2020 with two key items:

(1) Discussion on the Regional Recovery Narrative:

Siobhan Bassford (WMCA Public Affairs Lead) joined the session to ask for YCA feedback on the regional 'recovery narrative' that is being developed to create a shared story of how the region will recover from Covid-19. The YCA was broadly supportive of the key messages, held a question and answer, and suggested some tweaks.

(2) Discussion on shaping how the YCA Board will operate:

The YCA members discussed how they wanted to shape and run the YCA Board. They made a number of decisions including:

- To introduce a **Forward Planning** process (supported by WMCA Governance).
- To establish **co-chairs** for the YCA Board to enable more 'self-leadership'.
- To establish '**Lead**' roles aligned to **WMCA portfolio areas**, to build better links into WMCA policy development and political leadership.
- To review the **YCA Manifesto** (drafted in March 2020) in light of Covid-19.
- The YCA have also discussed **agreeing a 'deal' with the WMCA** to set out how it can support the YCA to make the most of opportunities to inform policy development.

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Agenda Item 23

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