



## WMCA Board

**Date:** Friday 25 June 2021

**Time:** 11.00 am **Public meeting** Yes

**Venue:** Council Chamber, Wolverhampton Civic Centre, St Peter's Square, Wolverhampton, WV1 1SH. To ensure Covid compliance within the meeting venue, members of the public and press are asked not to attend in person but to observe the meeting online. Use the contact details overleaf for viewing instructions.

### Membership

#### Constituent Members

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 Stephen Simkins  
Councillor Rajbir Singh  
Councillor David Vickers  
Councillor Ian Ward

#### 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  
City of Wolverhampton Council  
Sandwell Metropolitan Borough Council  
Dudley Metropolitan Borough Council  
Birmingham City Council

#### Non-Constituent Members

Councillor Shaun Davies  
Councillor Matthew Dormer  
Councillor Tony Jefferson  
Councillor Sebastian Lowe  
Councillor Olivia Lyons  
Councillor Jeremy Oates  
Councillor Lezley Picton  
Tim Pile

Councillor Izzi Seccombe  
Tom Westley  
Councillor Kristofer Wilson  
Sarah Windrum

Councillor David A Wright

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

**Observers Awaiting Membership**

Councillor Andrew Day  
Mandy Thorn

Warwick District Council  
The Marches Local Enterprise Partnership

**Co-Opted Member**

Lee Barron

Midlands Trades Union Congress

**Observer Members**

Councillor Greg Brackenridge  
Simon Foster

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:

<b>Contact</b>	Dan Essex, Governance Services Manager
<b>Telephone</b>	0121 214 7505
<b>Email</b>	<a href="mailto:dan.essex@wmca.org.uk">dan.essex@wmca.org.uk</a>

# AGENDA

No.	Item	Presenting	Pages
<b>Items of Public Business</b>			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Chair's Remarks (if any)	Chair	None
4.	Minutes - 19 March 2021	Chair	1 - 8
5.	Forward Plan	Chair	9 - 14
<b>Governance</b>			
6.	Confirmation of Statutory Officer Appointments	Chair	15 - 18
7.	Annual Delivery 2020/21: End of Year Update on High Level Deliverables	Chair	19 - 36
8.	Appointment of WMCA Boards and Committees 2021/22	Chair	37 - 58
9.	Overview & Scrutiny Committee - Annual Report	Councillor Lisa Trickett	59 - 80
10.	Young Combined Authority - Annual Review	YCA Representative	81 - 104
<b>Economy &amp; Innovation</b>			
11.	State of the Region Update 2021	Councillor Ian Brookfield	105 - 136
<b>Finance</b>			
12.	Financial Monitoring Report 2021/22	Councillor Bob Sleigh	137 - 172
<b>Transport</b>			
13.	Commonwealth Games Transport Plan	Councillor Ian Ward	173 - 278

<b>Minutes</b>			
14.	Environment & Energy Board - 10 March 2021	Councillor Ian Courts	279 - 282
15.	Strategic Economic Development Board - 11 March 2021	Tim Pile	283 - 296
16.	Transport Delivery Committee - 15 March 2021	Councillor Kath Hartley	297 - 300
17.	Investment Board - 22 March 2021	Councillor Bob Sleigh	301 - 306
18.	Investment Board - 19 April 2021	Councillor Bob Sleigh	307 - 314
19.	Audit, Risk & Assurance Committee - 19 April 2021	David Lane	315 - 318
<b>Items of Private Business</b>			
20.	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 is likely to involve the disclosure of exempt information as specified in the paragraphs of the Act.]	Chair	None
<b>Finance</b>			
21.	Arden Cross Multi-Storey Car Park	Councillor Bob Sleigh	319 - 328
<b>Date of Next Meeting</b>			
22.	Friday 23 July 2021 at 11.00am	Chair	None



**West Midlands  
Combined Authority**

## **WMCA Board**

**Friday 19 March 2021 at 11.00 am**

### **Minutes**

#### **Constituent Members**

Andy Street (Chair)	Mayor of the West Midlands Combined Authority
Councillor Bob Sleight (Vice-Chair)	Solihull Metropolitan Borough Council
Councillor Mike Bird	Walsall Metropolitan Borough Council
Councillor Ian Brookfield	City of Wolverhampton Council
Councillor Ian Courts	Solihull Metropolitan Borough Council
Councillor George Duggins	Coventry City Council
Councillor Patrick Harley	Dudley Metropolitan Borough Council
Councillor Brigid Jones	Birmingham City Council
Councillor Abdul Khan	Coventry City Council
Councillor Ian Ward	Birmingham City Council

#### **Non-Constituent Members**

Nick Abell	Coventry & Warwickshire Local Enterprise Partnership
Councillor George Adamson	Cannock Chase District Council
Councillor Matt Dormer	Redditch Borough Council
Councillor Julie Jackson	Nuneaton & Bedworth Borough Council
Councillor Tony Jefferson	Stratford-on-Avon District Council
Councillor Jeremy Oates	Tamworth Borough Council
Councillor Alex Phillips	Shropshire Council
Tom Westley	Black Country Local Enterprise Partnership

#### **Observer Member Awaiting Membership**

Councillor Andrew Day	Warwick District Council
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#### **Co-Opted Member**

Lee Barron	Midlands Trades Union Congress
Lilly Eaves	Young Combined Authority
Gina Patel	Young Combined Authority

#### **Observer Members**

Councillor Greg Brackenridge	West Midlands Fire Authority
David Jamieson	West Midlands Police & Crime Commissioner

### **In Attendance**

Councillor Cathy Bayton  
Councillor Peter Fowler  
Councillor Kath Hartley  
David Lane  
Councillor Lisa Trickett

Overview & Scrutiny Committee  
Overview & Scrutiny Committee  
Transport Delivery Committee  
Audit, Risk & Assurance Committee  
Overview & Scrutiny Committee

### **124. Apologies for Absence**

Apologies for absence were received from Councillor Adrian Andrew (Walsall), Councillor Maria Crompton (Sandwell), Councillor Shaun Davies (Telford & Wrekin), Councillor Seb Lowe (Rugby), Councillor Peter Nutting (Shropshire), Tim Pile (Greater Birmingham & Solihull LEP) and Councillor Izzi Seccombe (Warwickshire).

### **125. Chair's Remarks**

#### **(a) Graeme Betts, Acting Chief Executive, Birmingham City Council**

The Mayor congratulated Graeme Betts on his recent appointment as Acting Chief Executive of Birmingham City Council and thanked Chris Naylor for his support of the WMCA whilst he had been Interim Chief Executive.

#### **(b) Tony McGovern, Managing Director, Cannock Chase District Council**

The Mayor reported that Tony McGovern had recently stepped down as Managing Director of Cannock Chase District Council and thanked him for his involvement in the WMCA and the support he had given to its activities. He also welcomed Bob Kean following his appointment as Interim Managing Director.

#### **(c) David Jamieson, West Midlands Police & Crime Commissioner**

The Mayor noted that this was the last meeting that David Jamieson would be attending before he stood down as Police & Crime Commissioner in May. He thanked him for his significant contributions to board meetings and his championing of the partnership work between West Midlands Police and the WMCA.

### **126. Minutes - 12 February 2021**

The minutes of the meeting held on 12 February 2021 were agreed as a correct record.

### **127. Forward Plan**

The forward plan of items to be reported to future meetings of the board was noted.

### **128. Financial Monitoring Report 2021/22**

The board considered a report from the Director of Finance on the WMCA's finances as at the end of January 2021 (including the financial implications of COVID-19), and on an update on the forecast outturn for 2020/21.

The overall year to date position at the end of January showed a £2.987m favourable variance from budget, consisting of a favourable variance within the transport budget of £3.437m, largely due to lower concessionary patronage volumes and Regional Transport Co-ordination Centre efficiency savings offsetting the COVID-19 impact on advertising revenue and departure charge income. This was further supplemented by the drawdown of Government grants to support subsidised bus, metro and the wider transport system.

Councillor Lisa Trickett welcomed the funding that had been secured for new rail stations at Hazelwell, Kings Heath and Moseley, but was concerned that there appeared to be no increase in capacity or frequency of services using the Cross City line. Councillor Ian Ward, Portfolio Lead for Transport, indicated that Network Rail was not forecasting a return to pre-pandemic passenger numbers until 2030, and that new rolling stock itself was able to carry 20% more passengers. He considered these factors to justify retaining the current frequency of services on the Cross City line, but had received assurances from Transport for West Midlands that this would be kept under review as actual data became available.

Resolved:

- (1) The financial outturn position as at the end of January 2021 be noted.
- (2) The latest forecast for 2020/21, incorporating the latest view of the impact of COVID-19, be noted.
- (3) Confirmation of 2021/22 Adult Education Budget, as verbally communicated at the WMCA Board on 12 February 2021, be noted.
- (4) The capital block allocations, including Highways and Integrated Transport Block, be approved.
- (5) The increase in Investment Programme affordable limit, from £801m to £871m, along with the provisional distribution of the additional £70m be approved.
- (6) Decisions regarding the £8.9m provided by Government to prepare for the Intra-city Transport Settlement be delegated to the Director of Finance, Managing Director of Transport for West Midlands and the Portfolio Lead for Transport.
- (7) It be noted that the acquisition of Victoria Lane steel works was to be funded from WMCA capital receipts.
- (8) It be noted that the WMCA intended to withdraw from the Passenger Transport Forum pay negotiations and enter into local government pay negotiations when practicably possible.
- (9) It be noted that WMCA was assessing the impact from the Chancellor's budget announcement on 3 March 2021 and would reflect the outcomes in an updated budget to the June 2021 board.

**129. WM2041 Five Year Plan: 2021 - 2026**

The board considered a report from the Director of Public Service Reform & Inclusive Growth summarising the independent advice commissioned from WSP as to how the WMCA's net zero ambition might be achieved, along with an outline of the next steps for delivery.

The Five Year Plan aimed to indicate how the WMCA could create the right conditions for accelerating delivery and raising ambition to position the West Midlands as a leader in addressing climate change and futureproofing the region. In addition, the plan enabled the WMCA to position itself favourably to respond to, and deliver, ambitions being set out by the UK government in recent (and upcoming) policy initiatives and legislation, all of which carried economic opportunity. The modelling that had taken place to produce the first Five Year Plan had identified the measures that would need to be taken to reach net zero. These took into account the maturity of technology, public acceptance of measures, ensuring a just transition, enabling the creation of jobs, and the transition of the West Midlands economy to a net zero future.

Councillor Ian Courts, Portfolio Lead for Environment, Energy & HS2, indicated that the pilot projects envisaged within the report aimed to identify what could then be achieved at scale, which included encouraging private sector involvement.

Resolved:

- (1) The independent advice given to the WMCA by WSP on the first Five Year Plan be noted.
- (2) The need to adopt the 'Accelerated' scenario to deliver the first Five Year Plan and to set the region on course for net zero carbon by 2041 be agreed.
- (3) The delivery plans to accelerate the WMCA work on net zero be agreed.
- (4) An allocation of £5.1m from the Investment Programme to fund the development of the priority initiatives be approved, subject to the extension of the Investment Programme affordable limit being agreed.

**130. Economic Update and Next Steps**

The board considered a report from the Director of Strategy summarising the latest economic data, regional implications of the Government's budget on 3 March 2021 and subsequent 'Plan for Growth'.

The first COVID-19 case in the West Midlands was confirmed on 5 March 2020. In the intervening period, 9,738 people had died across the WMCA's constituent and non-constituent authorities, and during 2020 the region's economic output fell by over £10bn because of restrictions to constrain the spread of the pandemic. Nationally, the UK economy contracted by 9.9% in 2020. Moving into 2021, first quarter output had been constrained by national lockdown and trade frictions from the move to the Trade and Co-operation Agreement with the European Union, but the Office for Budgetary Responsibility found that the rapid rollout of effective vaccines offered hope of a swifter and more sustained economic recovery.

Councillor Ian Brookfield, Portfolio Lead for Economy & Innovation noted that the impact of the pandemic had not been evenly spread across all communities, meaning that the need to ensure the region targeted its response was key to recovery. David Jamieson stressed the importance of addressing the social impacts brought about by the pandemic, particularly in respect of the expected large increase in rates of unemployment.

Resolved:

- (1) The latest economic intelligence about how the COVID-19 pandemic and the introduction of the Trade and Co-operation Agreement had affected the region's economy be noted.
- (2) The implications for the West Midlands of the Government's budget on 3 March 2021 and its 'Plan for Growth' be noted.
- (3) The response and recovery planning undertaken to date, including a review of the business support system and development of finance instruments to support growth companies be endorsed, and the further development of recovery plans with partners, linked to five major challenges set out in the report be supported.

**131. Coventry Electric Bus City - Full Business Case**

The board considered a report from the Managing Director, Transport for West Midlands, seeking approval for the full business case for the Coventry Electric Bus City under the Government's Phase 2 of the All-Electric Bus Town competition.

The Department for Transport launched the All-Electric Bus Town competition in February 2020 with up to £50m in grant funding to be made available to allow one town or city within England to make the transition to a bus network operated fully by electric powered buses. In June 2020, the WMCA submitted two Expressions of Interest at the Phase 1 stage for Coventry and Sandwell, which had themselves been shortlisted from a list across the seven authorities. The Department for Transport set out in January 2021 the details to devolve responsibility for the development and approval of a full business case to the WMCA for Phase 2 of the competition in Coventry. This included a number of assurances to enable the business case development to be devolved solely to the WMCA. The Sandwell bid was not selected by the Department for Transport.

Resolved:

- (1) The full business case for Coventry Electric Bus City under the Government's Phase 2 of the All-Electric Bus Town competition be authorised.
- (2) The estimated cost of the project, which was inclusive of the £50m funding from Government, be noted.
- (3) It be noted that the WMCA was the accountable body for the entirety of the funding package and any costs above the funding from the Department for Transport.

- (4) The allocation of £5m from the Investment Programme to fund the WMCA contributions to infrastructure upgrades be authorised, subject to the extension of the Investment Programme affordable limit being agreed.
- (5) It be noted that the scope and delivery of the project continued to be refined and that the risks to scope and delivery uncertainty were mitigated by the project's risk management strategy.
- (6) The delegation/s 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 project be approved.

**132. Adoption of a Revised Code of Conduct for the Mayor and Members of the Combined Authority**

The board considered a report from the Head of Governance, Clerk and Monitoring Officer, setting a proposed new Mayor/Members Code of Conduct.

The Committee on Standards in Public Life reviewed the operation of the ethical framework in local government in 2017 and made a number of recommendations. The Local Government Association has consulted with its members and issued a revised model Code of Conduct suitable for adoption by local government bodies which incorporates those points raised by the Committee on Standards in Public Life report which did not require any legislative change. The existing WMCA Code of Conduct is light on detail in a number of areas, and best practice would indicate that it should be reviewed at regular intervals and the publication of the Local Government Association code gives a sensible opportunity to implement a revised document that should be widely understood across the local government spectrum.

Resolved:

The revised Code of Conduct be adopted, following consideration of it at the Audit, Risk & Assurance Committee on 4 March 2021.

**133. Housing & Land Delivery Board - 13 January 2021**

The board received the minutes of the Housing & Land Delivery Board meeting held on 13 January.

Resolved:

The minutes of the meeting held on 13 January 2021 be noted.

**134. Audit, Risk & Assurance Committee - 18 January 2021**

The board received the minutes of the Audit, Risk & Assurance Committee meeting held on 18 January.

Resolved:

The minutes of the meeting held on 18 January 2021 be noted.

**135. Strategic Economic Development Board - 20 January 2021**

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

Resolved:

The minutes of the meeting held on 20 January 2021 be noted.

**136. Transport Delivery Committee - 8 February 2021**

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

Resolved:

The minutes of the meeting held on 8 February 2021 be noted.

**137. Investment Board - 15 February 2021**

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

Resolved:

The minutes of the meeting held on 15 February 2021 be noted.

**138. Housing, Land & Delivery Board - 3 March 2021**

The board received the minutes of the Housing & Land Delivery Board meeting held on 3 March.

Resolved:

The minutes of the meeting held on 3 March 2021 be noted.

**139. Audit, Risk & Assurance Committee - 4 March 2021**

The board received the minutes of the Audit, Risk & Assurance Committee meeting held on 4 March.

Resolved:

The minutes of the meeting held on 4 March 2021 be noted.

**140. Public Service Reform Board - 4 March 2021**

The board received the minutes of the Public Service Reform Board meeting held on 4 March.

Resolved:

The minutes of the meeting held on 4 March 2021 be noted.

**141. Overview & Scrutiny Committee - 4 March 2021**

The board received the minutes of the Overview & Scrutiny Committee meeting held on 4 March.

In respect of minute no. 112 (“Economic Needs of the Black Country’ Scrutiny Review - Summary of Findings’), Councillor Lisa Trickett reported that members had recognised the value to the Black Country of there being a shared vision across public authorities to tackle the scale and size of the problems identified. She urged the WMCA Board to look seriously at these issues in the year ahead.

Resolved:

The minutes of the inquorate meeting held on 4 March 2021 be approved.

**142. Young Combined Authority - March Update**

The board considered a report of the activities of the Young Combined Authority undertaken during March.

The Mayor thanked all those members of the Young Combined Authority for the commitment they had shown during the last year to ensuring the voices of younger people across the region were being heard.

Resolved:

The report be noted.

**143. Date of Next Meeting**

Friday 11 June 2021 at 11.00am.

The meeting ended at 12.30pm.

## WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: JULY 2021 - MARCH 2022

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Appointment of Audit, Risk &amp; Assurance Committee Independent Member</b>	To appoint a new independent member to chair ARAC.	23 July 2021	Yes	n/a	Satish Mistry	No	Governance
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	23 July 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>City of Wolverhampton Technical College Full Business Case</b>	To approve the full business case for this project.	23 July 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Business Support Review</b>	To consider proposals for business support measures.	23 July 2021	Yes	Cllr Ian Brookfield	Julia Goldsworthy	No	Economy & Innovation



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Race Equality Taskforce</b>	To agree arrangements for the establishment of a Race Equality Taskforce.	23 July 2021	Yes	Cllr Brigid Jones	Ed Cox	No	Inclusive Communities
<b>West Midlands Rail/Department for Transport Collaboration Agreement</b>	To seek approval to enter into a new collaboration agreement.	23 July 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Department for Transport Zero Emissions Bus Fund</b>	To approve the full business case for the WMCA's bid for funding.	23 July 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Final Corporate Strategy 2021/22 - 23/24</b>	To agree the WMCA's Corporate Strategy for 2021/22 - 23/24.	17 September 2021	Yes	n/a	Julia Goldsworthy	No	Policy

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Equalities Scheme</b>	To approve the draft Equalities Scheme for consultation.	17 September 2021	Yes	Cllr Brigid Jones	Paul Clarke	No	Inclusive Communities
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	17 September 2021	Yes	Cllr Bob Sleight	Linda Horne	No	Finance
<b>Local Transport Plan Consultation Approval</b>	To approve the draft local transport plan proposals for consultation.	17 September 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
<b>Bus Services Fund</b>	To consider the latest position relating to the bus services fund.	17 September 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
<b>2021/22 High Level Deliverables</b>	To consider the refreshed WMCA High Level Deliverables for 2021/22.	19 November 2021	Yes	n/a	Julia Goldsworthy	No	Policy

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	19 November 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Draft Annual Business Plan 2022/23</b>	To consider a draft Annual Business Plan for 2022/23	14 January 2022	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Draft WMCA Budget 2022/23</b>	To consider the draft WMCA budget for 2022/23.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
<b>Annual Business Plan 2022/23</b>	To approve the WMCA's Annual Business Plan for 2022/23.	11 February 2022	Yes	n/a	Julia Goldsworthy	No	Policy
<b>Final WMCA Budget 2022/23</b>	To agree the WMCA's budget for 2022/23.	11 February 2022	Yes	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
<b>Financial Monitoring 2021/22</b>	To consider the WMCA's latest financial position.	18 March 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Confirmation of Statutory Officer Appointments
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: Laura.Shoaf@tfwm.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Mel Ganderton, Interim Head of HR email: melanie.ganderton@wmca.org.uk
<b>Report has been considered by</b>	Strategic Leadership Team - 2 June 2021 Programme Board - 14 June 2021

### Recommendation(s) for action or decision:

#### The WMCA Board is recommended to:

- (1) Endorse the appointment of Laura Shoaf as Interim Chief Executive and the Authority's Statutory Head of Paid Service.
- (2) Endorse the appointment of Satish Mistry as Interim Director - Law and Governance and the Authority's Statutory Monitoring Officer.

## **1. Purpose**

- 1.1 The purpose of this report is to confirm the interim appointments of the Interim Chief Executive and Interim Director Law and Governance and to formally confirm their statutory roles for the Authority

## **2. Background**

- 2.1 Following the resignation of the both Chief Executive and the Director of Law and Governance, recruitment processes have been undertaken in order to appoint to both roles on an interim basis. Both roles are essential key roles and perform statutory functions for the Authority in line with the Local Government and Housing Act 1989. The Chief Executive role has the statutory responsibility as Head of Paid Service and the Director of Law and Governance has statutory responsibility for the role of Monitoring Officer for the Authority.
- 2.2 The previous Director Law and Governance left the organisation on 28<sup>th</sup> May 2021, and following a recruitment exercise, Satish Mistry has been appointed as Interim Director of Law and Governance. This is a temporary interim arrangement provided through an agency to cover the role until a permanent role is recruited. The Director of Law and Governance is formally appointed as the Authority's Statutory Monitoring Officer.
- 2.3 Following the departure of Deborah Cadman, the previous Chief Executive for the CA, under direction of the Employment Committee, a short internal recruitment exercise has been undertaken to appoint an Interim Chief Executive. A sub panel of the Employment Committee, comprising the Mayor, Deputy Mayor and labour Cllr George Duggins, were convened to make the Interim appointment. Following a short expression of interest process, three internal applicants expressed an interest for the role. The interviews were held on 10<sup>th</sup> June 2021 and the decision by the panel was that Laura Shoaf would be appointed to the role of Interim Chief Executive. Laura, whose substantive role is Managing Director – Transport for West Midlands, commenced her new role on 14<sup>th</sup> June 2021. WMCA Chief Executive is formally appointed as the Authority's Statutory Head of Paid Service.
- 2.4 Appointment of these 2 individuals as appropriate Statutory Officers will remain in place until permanent recruitment into the 2 roles. The Employment Committee will now progress the permanent recruitment arrangements for both roles.
- 2.5 The WMCA board is asked to endorse both interim appointments.

## **3. Financial Implications**

- 3.1 These roles are both included within the Authority's Approved Budget. The 3<sup>rd</sup> Statutory Officer role for the Authority required within the public sector governance triangle being the Authority's S151 Treasurer remains the permanent Finance Director, Linda Horne.

## **4. Legal Implications**

- 4.1 The recommendations of this report are in line with the Authority's Constitution and Pay Policy.

**5. Equalities Implications**

5.1 Recruitment processes for both appointments comply with Equality, Diversity and Inclusion policies, Recruitment and Selection policies and the Equality Act 2010.

**6. Inclusive Growth Implications**

6.1 None to note.

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

7.1 None to note.

**8. Other Implications**

8.1 None to note.

**9. Schedule of Background Papers**

None.

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Annual Delivery 2020/21: End of Year Update on High Level Deliverables
<b>Portfolio Lead</b>	Mayor for the West Midlands - Andy Street
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: Laura.Shoaf@wmca.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Linda Horne, Director of Finance email: linda.horne@wmca.org.uk tel: (0121) 214 7508
<b>Report has been considered by</b>	Strategic Leadership Team - 2 June 2021 Programme Board

**Recommendation(s) for action or decision:**

**The WMCA Board is recommended to:**

Note the end of year summary of progress against portfolio deliverables for 2020/21.

## **1. Purpose**

To present an end of year summary of progress against portfolio deliverables for 2020/21.

## **2. Background**

2.1 As part of its business planning and performance reporting arrangements, the WMCA normally publishes an Annual Plan. However, on 5<sup>th</sup> June 2020 the WMCA Board agreed not to publish an Annual Plan for 2020/21 given the context of the Covid-19 pandemic and the likely need review and repurpose planned activity to support response and recovery.

2.2 An update on annual delivery for 2020/21 was presented to the Board on 18<sup>th</sup> September 2020 identifying in-year changes made to deliverables to ensure alignment with recovery activity. A mid-year review was presented to the Board on 13<sup>th</sup> November 2020. This report provides a comprehensive summary of delivery and progress against 2020/21 WMCA portfolio activity. It enables the Board and other stakeholders to review the progress activity that supports the realisation of our vision of a healthier, happier, better connected and more prosperous region. It also provides an opportunity to summarise how the context of COVID-19 and the region's recovery from it has changed the environment the Authority is operating in, and how it has impacted on portfolio activity delivered and planned.

## **3. Summary of portfolio delivery in 2020/21**

3.1 Whilst the 2020/21 year has provided a challenging context for delivery, WMCA has been agile in response and there has been notable progress and performance against the deliverables which is summarised in the 'Annual Delivery 2020/21: End of Year Update' at Appendix 1. Most milestones and targets have been met, despite the onset and impact of COVID-19 and there has been notable progress, achievements and delivery across portfolios.

3.2 Appendix 1 provides a tabular summary detailing by portfolio, all high-level deliverables (HLDs) and commentary summarising activity that has supported delivery and also identifying where any activity was not completed in the 2020/21 year and/or is being carried over in 2021/22 as part of portfolio deliverables.

## **4. Financial Implications**

4.1 The portfolio deliverables were developed as part of the Authority's 2020/21 Annual Planning and Budget setting process. The 2020/21 Budget was approved at the WMCA Board on 14 February 2020 and contained a summary of the planned delivery that the budget underpins. The WMCA Board receives a regular Financial Monitoring Report which provides a comprehensive update on financial performance.

## **5. Legal Implications**

5.1 There are no legal implications as a direct consequence of this report.

## **6. Impact on Delivery of Strategic Transport Plan**

6.1 None

## **7. Equalities Implications**

7.1 None

## **8. Inclusive Growth Implications**

8.1 The document attached sets out activity that contribute to the overall vision of a West Midlands that has a healthier, happier, better connected and more prosperous population. At the heart of that vision is an ambition to drive inclusive economic growth.

## **9. Geographical Area of Report's Implications**

9.1 The document appended to this report include information about delivery and performance across the region.

## **10. Other Implications**

10.1 None

## **11. Schedule of Background Papers**

Report to WMCA Board on 5 June 2020: Annual Planning: Review of 2019/20 delivery and update on 2020/21 planning

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

Report to WMCA Board on 18 September 2020: Update on Annual Planning and Delivery 2020/21 <https://governance.wmca.org.uk/documents/s4645/Report.pdf>

Report to WMCA Board on 13 November 2020: Annual Delivery 2020/21: Mid-Year Update

[Report.pdf \(wmca.org.uk\)](https://governance.wmca.org.uk/documents/s4645/Report.pdf)

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# WMCA Annual Delivery 2020/21

## End of year review – Executive Summary

The purpose of this appendix is to provide an end of year summary of delivery and progress against 2020/21 WMCA portfolio activity. This document enables the WMCA Board to review the progress of portfolio activities that deliver, enable and support our inclusive economic growth aspirations and realise the vision of a healthier, happier, better connected and more prosperous region.

It also provides an opportunity to summarise how the context of COVID-19 and the region's recovery from it has changed the environment within which the Combined Authority is operating and how it has impacted on portfolio activity delivered and planned.

### Culture & Digital

Update on High Level Deliverables	
<p><b>Support the deployment of c£100m funding (government, private sector and regional contributions) to an emerging 5G mobile network for the region.</b></p>	<ul style="list-style-type: none"> <li>○ Infrastructure Acceleration: Q1 – Q3 projects completed</li> <li>○ Application Accelerators: All facilities 'Open for Business' once Coventry cell completed in May</li> <li>○ 5SPRING year 1 target of 1,243 Engagement points exceeded. Achieved 1,374</li> <li>○ TEF year 1 target of 34 Commercial 5G cells across region exceeded. Achieved 47 cells</li> <li>○ Health: Gained approval for NHS match funding for a complementary rollout in Coventry</li> <li>○ Comms: All 3 5SPRING physically venues open for engagements. In March 2021, 3 showcases held and well-received with WM5G securing speakers and panellists and with DCMS, participated in the 'Better Connected' event</li> <li>○ Some of the activity supporting the High-Level Deliverables (HLD) did not fully complete (95% was achieved) and will continue to be monitored and reported to the WM5G Board going forward.</li> </ul>
<p><b>Develop our capacity to support digital public services across the region</b></p>	<ul style="list-style-type: none"> <li>○ Digital Roadmap launched January 2021 at VentureFest WM.</li> <li>○ Initial projects rolled out on climate tech, data sharing, and digital inclusion.</li> </ul>
<p><b>To support delivery of the Cultural Leadership Board's ambition to maximise the contribution of culture to enhance quality of life for our citizens.</b></p>	<ul style="list-style-type: none"> <li>○ Strategic priorities agreed by WMCA Board and new working groups formed under CLB and COG to take forward work on cultural strategy, Black Country culture investment, and other opportunities.</li> <li>○ Research work in progress, initial outputs of audience research shared.</li> <li>○ Cultural and Creative Social Enterprise project launched February 2021 following development by Cultural Leadership Board Working Group .</li> <li>○ CLB and Cultural Officers Group engaged with development of cultural proposals in both Recharge and CSR</li> <li>○ Proposals reflected in CSR submission, approved initially by SED Board and then by WMCA Board</li> </ul>

## Economy &amp; Innovation

Update on High Level Deliverables	
<b>Economic Resilience: Enable and coordinate cross-organisational and cross-partner working that builds economic resilience in the West Midlands</b>	<ul style="list-style-type: none"> <li>○ Stood up new economic resilience activity to tackle Covid-19 pandemic; continued with Brexit resilience. Linking emergency measures (EIG, SCG, SteerCo) with established structures, including SED Board.</li> <li>○ Brexit resilience will continue for several years. Work will continue into 2021/22 and potentially longer.</li> <li>○ The work on the emerging structures is gathering momentum and will evolve i.e. Government consideration of LEPs &amp; WMCA governance arrangements.</li> <li>○ Published 'Recharge the West Midlands'; oversight processes to lobby and secure delivery. Deployed Getting Building Fund and monitoring delivery.</li> <li>○ Submission and lobbying for curtailed Spending Review.</li> <li>○ Work streams established with clear aims - albeit with flexibility to tailor according to the nature of Covid restrictions and economic conditions</li> </ul>
<b>Local Industrial Strategy Delivery: work with partners to secure and implement the priority projects and programmes</b>	<ul style="list-style-type: none"> <li>○ LIS processes adapted in-light of Covid-19 impact. WMCA Board agreement to 5 Key Challenges that will shape our recovery and reflects the new emphasis of Government's 'Plan for Growth', and intention to evolve institutions and working practices.</li> <li>○ Approach agreed for CSR submission and to proactively engage with Depts / across M9, etc. Responded to curtailed Spending Review. Responded to Spring Budget with monitor of resources secured for the region (£10.5bn directly and indirectly). Mobilising processes around Community Renewal Fund, Levelling-Up Fund, etc.</li> <li>○ Funding secured through the Recharge document, which also sets a framework to monitor progress for securing further investment. Mobilising processes on the Levelling-Up Fund and Community Renewal Fund</li> <li>○ Communication plan and collateral refocused towards reactive work on economic response rather than local industrial strategy. This will evolve based on requirements of the pandemic and economic conditions, and communications were reoriented around the 5 Key Challenges.</li> </ul>
<b>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</b>	<ul style="list-style-type: none"> <li>○ Outputs based on programmes funded under WMIP. Programmes ramping up - initial project and people delivery is on track with £2m funding committed, £1.34m leveraged funding and 10 pilot projects initiated; 34 biz assists; 12FTEs created. £1.5m Innovate UK funding gained through the Fuel Poverty Implementation Programme funded by WMIP.</li> <li>○ Made Smarter WM programme has been allocated £1.9m from BEIS. Working with officials and LEPs to determine how SR announcements translate into funded programmes for 21/22. Exploring the extension of WMIP to respond to immediate Covid19 requirements</li> <li>○ Appointed Innovation Lead and Innovation Programme Support Officer, assessing role and action of the Innovation Board. Hosted detailed Innovation Board-led workshops with Universities and Businesses to understand need and tailor resource use.</li> </ul>
<b>Through the ODA provide integrated intelligence to support decision making in the region on a range of issues</b>	<ul style="list-style-type: none"> <li>○ Working group established (with WMREDI, Black Country Consortium and Strategic Hub) to develop the framework and initial mapping of requirements carried out. A regional group (DREAM) set up to co-ordinate key activity across partners and a research programme including forecasting and outcome framework has been agreed by SED Board, including HMT Green Book training and development of 'summer school'. Developing an outline of tools and toolkits for evaluations and putting in place a logic chain and output/outcome framework. RR now chair of national Green Book User group.</li> <li>○ 2020 STOR now delivered and presented to the board but will be updated within the year and next year started in q4.</li> <li>○ Collaboration agreements across partners being put in place and leveraging WMREDI input. First years monitoring to Research England on WMREDI delivered (initial set up year). Proposition in CSR to expand the data capacity in the region. Secured resources from UoB QR funding for delivery by March 21</li> </ul>
<b>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</b>	<ul style="list-style-type: none"> <li>○ Progressed the Create Central governance review, agreed joint partnership approach and single pipeline for scale-up and secured the BFI projects.</li> <li>○ Secured the BFI project, put in place a full executive team and launched to industry. Programme delivery adapting to industry needs resulting from the Covid-19 pandemic.</li> <li>○ Ran programme of over 16 events with 1,900 attendees. Supporting partners to secure funding, including £3m from GBSLEP LGF for the Creative Content Hub, and clear commitments to the region from the BBC as part of it across the UK strategy.</li> </ul>

<p><b>Creative Scale up pilot – to identify and deliver a programme of activity to support business growth and improve their investability</b></p>	<ul style="list-style-type: none"> <li>○ The final two cohorts have completed the 20/21 programme (bringing the overall number to 4 completed cohorts). A full complement of trainers and mentors is in place. Celebratory showcase delivered and examples of success and investment funding are being captured. Reporting to DCMS as programme requires staying strongly engaged to steer strategy. Delivering the BFI-funded programme, including skills programmes.</li> <li>○ Formal evaluation delivered across the full three-region programme. While DCMS supported continuation/rollout of the pilot, this did not receive funding following the curtailed 1yr Spending Review. Funding being confirmed (with GBS and BC LEP) to evolve the programme for further cohorts in 2021/22 to boost resilience and scale-up growth in creative businesses.</li> <li>○ The Education Toolkit has now been rolled out by our partners SUI/UKBAA with plans to hold monthly events with us and our colleagues in Manchester and Bristol. A first pitching session has now taken place with our partners Minerva with another one to take place in June. Over 20 Angel Investors have now been recruited into the syndicate.</li> </ul>

## Environment &amp; Energy, HS2

<b>Update on High Level Deliverables</b>	
<p><b>Support the development of the evidence base for the WMCA 2041 zero emissions target</b></p> <p><b>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]</b></p>	<ul style="list-style-type: none"> <li>○ This work will now form part of the 5-year plan, rather than being a standalone report.</li> <li>○ WSP are working with WMCA to complete the report. Working across directorates and with constituent local authorities to deliver. The report was approved by the CA Board in March 2020.</li> <li>○ The Five Year Plan work has linked in with other WMCA directorates to ensure that we are delivering a plan that has relevance across the organisation.</li> </ul>
<p><b>Build and deliver on priorities within UK's first clean growth Local Industrial Strategy</b></p>	<ul style="list-style-type: none"> <li>○ LEP officers from the region attend WMCA Low Carbon Officer Working Group and we will be aligning our key work plans (five year plans, circular economy etc.) and communications opportunities as they develop. These are ongoing meetings but the membership is now defined and the meetings will continue as we move into the FYPs for delivery.</li> <li>○ Interested businesses brought together to co-create a pledge of support for WM2041. This is now in draft format and webpages will be developed ready to launch at the appropriate time.</li> </ul>
<p><b>Ensure the energy infrastructure of the region supports a competitive industrial base, clean growth and social inclusion.</b></p>	<ul style="list-style-type: none"> <li>○ The Energy Devolution Ask has been agreed regionally and submitted to Alok Sharma and his colleagues through the Mayor. Energy Capital are working with officials in relation to specific funding streams which might become available. Energy Minister outlined future approach on 30<sup>th</sup> March 2021.</li> <li>○ Working on #WM2041 delivery plan to agree TfWM priorities for decarbonisation.</li> <li>○ Developing a strategy to direct funding and resources to ensure energy infrastructure is capable of supporting smooth and cost effective decarbonisation (inc Energy Transition project). EV working groups with LA's established, led by TfWM and supported by EC.</li> <li>○ Ultra-rapid charging hub model developed for which we are seeking funding. ULEV working groups looking into various aspects of strategy development including policy and data.</li> <li>○ Connected with Midlands connect on alternative fuel strategy.</li> <li>○ Energy Capital are developing a strategy to direct funding and resources to ensure energy infrastructure is capable of supporting smooth and cost- effective transport decarbonisation. Document will be completed by the end of March 2021 and will input into the #WM2041 delivery plan.</li> <li>○ EV working groups are operational with LAs, led by TfWM and supported by EC. Ultra-rapid charging hub model developed for which we are still seeking funding routes. ULEV working groups have fed into various aspects of strategy development including policy and data and the Midlands Connect alternative fuel strategy has also been input into the process. Funding applications to take this work forward have been submitted externally.</li> </ul>
<p><b>Decarbonise WMCA</b></p>	<ul style="list-style-type: none"> <li>○ WM2041 will be delivered through the Single Assurance Framework. The WMCA recently retained its ISO14001 (Environmental Management Certification).</li> <li>○ Commencing a carbon literacy training programme for WMCA working with OD.</li> </ul>
<p><b>Support partners to deliver HS2</b></p>	<ul style="list-style-type: none"> <li>○ The Environment and Landscape Board has been reconfigured and a new chair is to be identified from regional partners. Work has also begun with all regional partners looking at developing sustainable travel opportunities across the region to support inclusive growth.</li> <li>○ WMCA have enabled a strong and robust governance structure in place that brings together both strategic and operational partners from across the region to ensure that the benefits of HS2 are maximised.</li> </ul>
<p><b>Support the sustainability work and legacy for the Commonwealth Games (CWG)</b></p>	<ul style="list-style-type: none"> <li>○ Continued close working with the CWG Organising Committee on sustainability of the Games and legacy opportunities that will support WM2041. This includes working with external partners to deliver relevant projects, for example the Severn Trent vision for a legacy forest linked to the Games. WMCA is now co-chairing a Sustainability Legacy Group with the OC.</li> </ul>
<p><b>Develop the work around natural capital across the region, convening and</b></p>	<ul style="list-style-type: none"> <li>○ Continued working with BCU WMNP Lab to develop plans for the park. There was a Foundation Board meeting in January and, from here, we will continue to work with them on project pipeline and accreditation</li> </ul>

<p><b>supporting different organisations for delivery</b></p>	<p>criteria. We are currently investigating the possibility of National Heritage Lottery Funding to support the work.</p> <ul style="list-style-type: none"> <li>○ The formal governance arrangements for regional natural capital activity need to be consolidated and revisited to ensure they are fit for purpose and to enable alignment across different working areas in order to deliver on the ambition in this space. We will co-convene a meeting with the Birmingham and Black Country Wildlife Trust in the first part of February with regional stakeholders.</li> <li>○ The evidence base, provided by the New Economics Foundation, will be used to approach funders to trial the community green grants scheme. The data provided by the work has now been mapped and initial funding for this work has been provided through Investment Programme funding and agreed at the March CA Board.</li> <li>○ A new Virtual Forest site has been launched and was covered on BBC Midlands Today. The total trees now registered is 11,160.</li> </ul>
<p><b>WM2041 communications and behaviour change</b></p>	<ul style="list-style-type: none"> <li>○ WM2041 Strategy launched and we are working to operationalise the different elements of it currently.</li> <li>○ A WM2041 communications strategy has been produced that highlights priorities for communications and behaviours change work during 2020/21. An ITT was published in December to bring in support for the work on behaviour change; the Behavioural Insights Team has now been appointed to support the work.</li> <li>○ A Low Carbon Officers Working Group has been established to ensure that information is being shared between everyone on climate change targets and progress.</li> <li>○ The Young Combined Authority have been an important part of the WM2041 work and we will continue to work with them. They had a slot on the agenda for the Environment and Energy Board and we are working with them on a pledge to the international Count Us In initiative, which WMCA has signed up to.</li> </ul>
<p><b>Develop and implement a fuel poverty and regional retrofit programme</b></p>	<ul style="list-style-type: none"> <li>○ Fuel Poverty Task Force reported in March 2020.</li> <li>○ Secured new funding from Innovation Board. Fuel Poverty and Regional Retrofit programme partnerships established to bring together partners from across the region to develop an implementation plan, secure further investment and develop skills and training opportunities associated with an upscale in fuel poverty support and quality retrofit rates. Funding approved at CA Board 19-March 2021.</li> <li>○ New funding secured to deliver a social housing decarbonisation pilot using BEIS funding through the Midlands Energy Hub. Project is underway. Final report submitted to Midlands Energy Hub</li> </ul>

## Housing &amp; Land

<b>Update on High Level Deliverables</b>	
<b>Brownfield Investment &amp; Acquisition Programme</b>	<ul style="list-style-type: none"> <li>○ Unlocked additional sites for development - The West Midlands is well ahead of trajectory on the 215,000 homes target of the Housing Deal and delivered 16,537 new homes in 2020</li> <li>○ Deployed devolved land funds - directly acquiring, assembling and remediating land where there is clear market failure</li> <li>○ Strong pipeline of sites ready and waiting for the next tranche of Land Fund to be released</li> <li>○ Secured a further £108m of Brownfield Housing Funds from HMG for deployment in the next three years from 2021</li> </ul>
<b>Town Centre Regeneration Programme</b>	<ul style="list-style-type: none"> <li>○ Unlocked additional sites for development and forms part of the Brownfield Investment &amp; Acquisition Programme</li> </ul>
<b>Land and Transport Delivery Programme</b>	<ul style="list-style-type: none"> <li>○ Unlocked additional sites for development and forms part of the Brownfield Investment &amp; Acquisition Programme</li> </ul>
<b>Inclusive Growth Corridor Programme</b>	<ul style="list-style-type: none"> <li>○ All work undertaken in collaboration with local authorities.</li> </ul>
<b>Local Plans</b>	<ul style="list-style-type: none"> <li>○ Completed the bi-annual review - progress is monitored as part of the CA/HMG Housing Deal. The CA has no direct role or ability to influence delivery of plans but provide support when requested. This is an ongoing process, completed only when all plans have been adopted by local authorities</li> </ul>
<b>Affordable Housing Policy and Delivery Programme</b>	<ul style="list-style-type: none"> <li>○ Work continues into 2021/22</li> </ul>
<b>Town Centre Policy Programme</b>	<ul style="list-style-type: none"> <li>○ Plans approved and awaiting publication</li> </ul>
<b>Town Deals</b>	<ul style="list-style-type: none"> <li>○ Work continues into 2021/22</li> </ul>
<b>West Midlands Investment and Developer Frameworks</b>	<ul style="list-style-type: none"> <li>○ Work continues into 2021/22</li> </ul>
<b>Housing Deal</b>	<ul style="list-style-type: none"> <li>○ Work continuing to Implement the approved Housing &amp; Land Board Covid19 Recovery Strategy and Pipeline Development</li> </ul>
<b>One Public Estate</b>	<ul style="list-style-type: none"> <li>○ Work continues into 21/22</li> </ul>
<b>AMC Programme</b>	<ul style="list-style-type: none"> <li>○ Work continues into 21/22</li> </ul>
<b>National Development</b>	<ul style="list-style-type: none"> <li>○ Engaged with key stakeholders - an ongoing programme and the deliverable involved engagement with key stakeholders (private sector, local public services and central government partners) on a weekly basis</li> </ul>
<b>Design Charter</b>	<ul style="list-style-type: none"> <li>○ Developed a Charter to enable and lead principles of high-quality design</li> </ul>

## Inclusive Communities

<b>Update on High Level Deliverables</b>	
<b>Young Combined Authority</b>	<ul style="list-style-type: none"> <li>○ Overall good progress: during 2020/21 co designed a new model for the YCA to enable greater impact that includes: a) more vocal YCA Board which has published a Vision report for the region. b) Launched a YCA Community which will enable wider outreach.</li> <li>○ YCA Board: the YCA Board are continuing to share their Vision report with stakeholders. WMCA is now supporting the YCA to produce a report for the WMCA Board's AGM.</li> <li>○ .</li> <li>○ YCA Community: a launch 'Welcome Webinar' for the YCA Community was held on 2 March 2021 - led by YCA Board members with Councillor Brigid Jones joining the panel. The event was successful, boosting applicants for the YCA Community. The next step is to create a forward plan for future engagements with the YCA Community - which can begin following the Mayoral elections.</li> </ul>
<b>Inclusive Leadership initiatives</b>	<ul style="list-style-type: none"> <li>○ Leadership Commission activity will provide critical friend challenge to WMCA and aim to improve economic opportunities for underrepresented groups.</li> <li>○ The Leadership Commission held an event March 2021 where it launched two projects: working with businesses to improve diversity in the workplace (the WMCA will participate) and supporting more local people to become 'board ready.' Both initiatives will produce case studies during 2021/22.</li> </ul>
<b>Campaigning and engagement</b>	<ul style="list-style-type: none"> <li>○ Undertaken the 'RACE Code' assessment</li> <li>○ Supported a range of events and campaigns through 2020/21</li> <li>○ Continued to support West Midlands Women's Voice</li> <li>○ Supported the new Faith Strategic Partnership</li> <li>○ Participated in the development of the 'Diversity West Midlands Network.'</li> </ul>
<b>Coordinate activity across portfolios</b>	<ul style="list-style-type: none"> <li>○ The WMCA has undertaken Equality Impact Assessments across its key delivery portfolios in light of the impact of Covid-19.</li> <li>○ Development of the WMCA's organisational equalities action plan, which is bringing together new and pre-existing activity across the organisation to promote equalities, diversity and inclusion.</li> <li>○ Co-ordinating Citizen engagement has been identified as a priority, and a new deliverable has been added to the 2021/22 Inclusive Communities activity: Ensuring the citizen voice (including a particular focus on under-represented groups) is an integral part of WMCA policy and programme development."</li> </ul>

## Productivity &amp; Skills

<b>Update on High Level Deliverables</b>	
<b>Prepare our young people for future life and work</b>	<ul style="list-style-type: none"> <li>Youth employment platform is up and running and we are continuing to work on integrating a work experience element to this.</li> </ul>
<b>Create regional networks of specialist technical education and training</b>	<ul style="list-style-type: none"> <li>Enrolments onto our digital boot camps continues to be strong. However, job outcomes given the current climate continue to be challenging.</li> </ul>
<b>Accelerate the take up of good quality apprenticeships across the region</b>	<ul style="list-style-type: none"> <li>Current multiyear commitments from large (levy-paying) businesses are estimated to be in excess of £20m, so this target has been met. However, whilst the funding for apprenticeships has been secured and has supported over 1000 new apprentices in over 600 SMEs, this is against a national backdrop of apprenticeship numbers falling significantly because of the pandemic's impact on firms recruiting.</li> </ul>
<b>Support inclusive growth by more people the skills to get and sustain good jobs and careers</b>	<ul style="list-style-type: none"> <li>Contractors are working through Covid-19 related flexibilities. Covid-19 and lockdown is continuing to have an impact on engagement and associated closure of community venues, which is reflected in the projection figure.</li> <li>Actual is 1191 against a 2000 target for this year.</li> </ul>
<b>Continue to test, develop and embed new approaches to commissioning and delivering provision funded through the Adult Education Budget</b>	<ul style="list-style-type: none"> <li>KPIs run to academic year; 72% to be completed to 2020-21 (financial year) and remaining 28% to be completed 2021-22 (financial year).</li> <li>It is likely that the impact of the pandemic on the regional economy will affect job outcome rates.</li> </ul>
<b>Promote the concept of skills ecosystem for the region</b>	<ul style="list-style-type: none"> <li>Working through local partnerships to develop the ecosystem of skills delivery - partners include Local Authorities, local JCP offices and local colleges and providers to understand local skills needs and respond to them. We are continuing to work with regional Chambers of Commerce on the proposed FE White Paper reforms and pushing for the West Midlands to be a Trailblazer area.</li> </ul>
<b>Additional work to be undertaken in submitting proposal to government and other funders</b>	<ul style="list-style-type: none"> <li>Continue to influence DfE and DWP colleagues and further funding bids submitted to organisations for ESF. Further analysis and bids are being considered for additional funding from Government.</li> </ul>

## Public Service Reform &amp; Social Economy

Update on High Level Deliverables	
<b>Strengthen and grow our approach to Applied Inclusive Growth by embedding WMCA's Inclusive Growth assets into the WMCA's governance, Single Assurance Framework and procurement procedures including its Economic Recovery activity</b>	<ul style="list-style-type: none"> <li>○ Framework for user journey and associated microsite has been developed within PSR directorate, first draft of materials is almost complete. Applied Inclusive Growth team is developing further, and initial discussion with Director of Communications has started with microsite linked to wider revision of corporate website.</li> <li>○ Worked with social economy business plan consortium to develop the best way to add value to the existing social value policy and associated practices - this will be published in June 2021. Embedding IG into WM2041 five year plan delivery and including changes in the user journey.</li> <li>○ Developed Economic Recovery policy options, presented to PwC, and developed guidance for improving IG impact of projects and programmes. Analysis of CSR proposals ongoing. Developing approaches based on this as part of the sprint.</li> <li>○ Initial discussions with WM REDI</li> </ul>
<b>Commence delivery of the recommendations from the Social Economy Taskforce.</b>	<ul style="list-style-type: none"> <li>○ Taskforce Report launched in January 2020.</li> <li>○ Translating the completed research phase into a set of business cases.</li> </ul>
<b>Develop the 'Commitment to Collaborate' across public services to help demand management and preventative outcomes for rough sleepers.</b>	<ul style="list-style-type: none"> <li>○ Homelessness Taskforce launched</li> </ul>
<b>Collaboration to Support Radical Prevention</b>	<ul style="list-style-type: none"> <li>○ Social care action, key focus on digital and data in adult social care progressing well, a new steering group to look at implementing the Tribe Project has been established.</li> </ul>
<b>On-going work to support to the development of the Violence Reduction Unit and other joint initiatives with the OPCC</b>	<ul style="list-style-type: none"> <li>○ Active engagement and collaboration in place. Board and exec group meeting regularly and consultation and joint development of policy and strategy in place.</li> <li>○ Partnership established with governance arrangements in place and meetings taking place with clear deliverables</li> <li>○ Policy options document completed and agreed with OPCC, publication and confirmed launch in February 2021</li> </ul>
<b>Develop a proposal for a West Midlands Future Fund</b>	<ul style="list-style-type: none"> <li>○ Initial proposal for WMFF has been drafted will be refined and shared in the WM2041 Five Year Plan and will also be aligned to Social Economy business plan</li> </ul>
<b>Demonstrate Inclusive Growth in Action through exemplar projects in key inclusive growth corridors</b>	<ul style="list-style-type: none"> <li>○ Partnership in East Birmingham North Solihull is maturing, with tangible outputs from sustained partnership and the application and co-design of inclusive growth programmes and tools.</li> <li>○ An initial 'art of the possible' report for a further corridor is underway. This will continue into the next financial year.</li> <li>○ Kings Hurst is underway, involving low carbon affordable homes and reconfigured health services. Various opportunities in line with East Birmingham's IG strategy, but delivery programme for Y1 is still being shaped.</li> </ul>
<b>Digital inclusion programme as part of Digital Strategy refresh</b>	<ul style="list-style-type: none"> <li>○ Initial discussions held with BEP and the Birmingham Child Poverty Action Group. Inaugural meeting of the Coalition for digital inclusion took place in January 2021</li> <li>○ Initial discussions held. Inaugural meeting of the Coalition for digital inclusion took place in January 2021</li> <li>○ Discussion paper produced by Applied IG team, currently contributing to the development of the Digital Strategy.</li> </ul>
<b>Community recovery programme including insights from public service responses to COVID 19 and refresh of public service reform activity</b>	<ul style="list-style-type: none"> <li>○ Citizens Panel completed and recommendations being implemented into recovery plans</li> <li>○ Community recovery priorities and principles analysis complete and community recovery roadmap approved and published, developing next steps in partnership with RCG.</li> <li>○ Priorities and principles each sponsored by lead LA and work plan largely agreed.</li> <li>○ WMWV research complete and recommendations being implemented into recovery plans. Comparison work between GMCA and WMCA on impact for women through CSR asks underway</li> <li>○ Work commenced and roundtable took place in January 2021 with Government Czar on civil society</li> </ul>

## Transport

Update on High Level Deliverables		
Customer Services	Create a system for easy to use and affordable payments to access the transport system – customer information	<ul style="list-style-type: none"> <li>Delivered critical business functions that manage the data customer facing services including electronic passenger information, journey planning, apps and websites</li> <li>Delivered the Transforming Real Time Information Programme to provide accurate RTI for all bus and metro operator routes and to support implementation of the DfT Bus Open Data Digital Service</li> </ul>
	Create a system for easy to use and affordable payments to access the transport system -payment	<ul style="list-style-type: none"> <li>Delivered the Fare and Payment Strategy</li> <li>Developed Swift on Rail</li> <li>Developed a single app for Ticket Finder, Public Transport Payment, Parking and Car Share.</li> <li></li> </ul>
Development & Delivery	Deliver our Cycling Charter & making streets more walkable	<ul style="list-style-type: none"> <li>Charter launched</li> </ul>
	Deliver a step change in our Mass Transit Network to unlock growth and tackle climate change	<ul style="list-style-type: none"> <li>Programme on track for overall delivery by March 22.</li> </ul>
	Management of the TfWM Capital Programme	<ul style="list-style-type: none"> <li>Programmes on track for delivery to deadline. Regular progress monitoring through TDC to WMCA board</li> </ul>
	Increase the efficiency and performance of transport delivery in the West Midlands	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
	Commonwealth Games Active Travel Legacy	<ul style="list-style-type: none"> <li>Good progress made, activity ongoing</li> </ul>
Integrated Transport Network	Make our transport assets more affordable by increasing commercial revenues	<ul style="list-style-type: none"> <li>Good progress made, activity and opportunities ongoing</li> </ul>
	Delivering our bus vision to support growth, inclusion and reduced car dependency	<ul style="list-style-type: none"> <li>Good progress made, activity ongoing</li> </ul>
	Reduce emissions from bus travel	<ul style="list-style-type: none"> <li>Objective set through WMCA Vision for Bus. Progress includes 2 bus corridors introduced with 29 fully electric buses in Birmingham and Coventry.</li> <li>TfWM bid for Coventry Electric Bus City progressing to bring 300 additional EVs to region by 2025. Target for all buses to be minimum of Euro VI by April 2021 is on target to achieve around 85%.</li> </ul>
	Enhance infrastructure and customer experience at our bus stations and major interchanges	<ul style="list-style-type: none"> <li>Full Business Case Approval was granted at WMCA Board on February 2021</li> </ul>
	Ensure strategic and operational Health and Safety aims and key deliverables are communicated and embedded throughout the WMCA	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>
	Develop Park & Ride to support better access to the Integrated Transport System	<ul style="list-style-type: none"> <li>Longbridge Park &amp; Ride is now ready to open - awaiting an appropriate time in light of Covid-19</li> <li>Park and Ride Development activity being reviewed in light of impact of Covid and recovery.</li> </ul>
	Develop Park & ride to support other Key Deliverables	
Rail	Enhance the capacity of our rail network for a better-connected region	<ul style="list-style-type: none"> <li>Good progress made Deadline for completion is May 22..</li> <li>Early scheme development completed</li> <li>HS2 capacity collaboration successful</li> </ul>
	Use rail franchising to support and engage on rail development	<ul style="list-style-type: none"> <li>The Rail Network and franchising has been significantly impacted and changed as a result of Covid. We continue to work with</li> </ul>

		WMRE and Dft on interim arrangements and specifications and longer-term plans for rail service commissioning.
	Continue to improve the quality and capacity of our rail stations and interchanges	<ul style="list-style-type: none"> <li>○ Funding for 5 new stations secured and delivery programmes underway</li> <li>○ University and Perry Barr Stations under construction</li> </ul>
	Develop a single rail network vision & devolution case to support a growing West Midlands	<ul style="list-style-type: none"> <li>○ Work ongoing, awaiting government policy for devolution of rail services</li> </ul>
<b>Metro</b>	Improve our financial performance of our Metro to support growth of the network	<ul style="list-style-type: none"> <li>○ Project is underway</li> </ul>
	Extend our Metro Network to better serve more people and businesses	<ul style="list-style-type: none"> <li>○ Birmingham Eastside extension on track with deadline for completion December 2025. Final Business Case approved January 2020. Project delivery is scheduled from summer 2021 – 2025. Detailed design is progressing. Advanced works (Utility diversions have commenced). Final delivery date subject to agreements with HS2</li> <li>○ Hagley Road Edgbaston on track with deadline for completion Dec 21.</li> <li>○ Wolverhampton Extension is progressing in line with current programme.</li> <li>○ WBHE Project currently on track. Project has been launched. Detailed design progressing and early works have started along the scheme.</li> </ul>
	Manage the West Midlands Transport Network and improving coordination with the Regional Transport Co-ordination Centre	<ul style="list-style-type: none"> <li>○ RTCC working well and improvements ongoing</li> </ul>
	Keep the transport networks safe and secure	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
	Keep travellers informed and find new ways of keeping the West Midlands Moving through travel demand management	<ul style="list-style-type: none"> <li>○ The implementation of the Network Resilience Live Lab (ADEPT) is currently on track and completion is due in Nov 21</li> </ul>
	Plan and develop the Transport Operations Plan for the Commonwealth Games for visitors (Spectators and Workforce) to the region	<ul style="list-style-type: none"> <li>○ Plan developed. Planning Work continues</li> </ul>
	Mitigating the impacts of transport investment programmes on the West Midlands Networks	<ul style="list-style-type: none"> <li>○ ongoing</li> </ul>
	Developing and enhancing the performance of the KRN to tackle congestion	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
<b>Policy, Strategy &amp; Innovation</b>	Maintain and refresh the West Midlands Statutory Transport Plan(s) and policies	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
	Embed transport policy & strategy in the plans and programmes of the wider WMCA & partners to support integrated development planning	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
	Continue to develop and maintain a robust common data environment for transport	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
	Develop and maintain a deep understanding of the needs, attitudes and perceptions of people who use our transport system	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>

Appendix 1

	<p>Analyse the transport system to provide deep insight, recommend actions and produce robust and funded evidenced based business cases for schemes and programmes</p>	<ul style="list-style-type: none"> <li>○ Ongoing</li> </ul>
	<p>Coordinate and deliver a globally significant transport innovation programme</p>	<ul style="list-style-type: none"> <li>○ Mobilisation of the future mobility Programme is on track with deadline for completion is not until June 2023.</li> <li>○ Delivery of the 5G Mobility Programme is on track- due to be complete in March 22. Sensor installation has commenced.</li> </ul>

## Wellbeing

<b>Update on High Level Deliverables</b>	
<b>Refresh of Thrive Action Plan and Physical Activity strategy</b>	<ul style="list-style-type: none"> <li>○ 615 people now recruited into roles. Expansion of the programme into all seven LA areas and in specialist pathways areas underway</li> <li>○ Approach presented to the Wellbeing Board March 2021 and seeking to outline the road map for delivery. will seek to establish the commission by June 2021</li> <li>○ Legacy Plan launched March 21, Commonwealth Active Communities Expression of Interest to be submitted by 14 April 2021 and final decision on areas in July 21. B2022 commits to Thrive at Work and 'This is Me' campaign. Sport England and WMCA investing collaborative leadership programme to ensure long term legacy.</li> </ul>
<b>Develop and deliver a childhood obesity strategy for the West Midlands</b>	<ul style="list-style-type: none"> <li>○ Programme paused by Wellbeing Board in January 2020</li> </ul>
<b>Develop and deliver an innovative new funding mechanism, the Radical Prevention Fund</b>	<ul style="list-style-type: none"> <li>○ business case submitted to Treasury.</li> <li>○ Work carried forward into 2021/22 – if business case is unsuccessful it will impact on expanding the work on bringing a proactive (preventative) approach to addressing some of our major health and wellbeing challenges in the region. However, the agenda can be carried forward using the Health of the Region commitments, but the benefits would take longer to realise and would be less transformative.</li> </ul>
<b>Host a population intelligence hub within the Inclusive Growth Unit which provides holistic, real time data on the region's health and socioeconomic outcomes</b>	<ul style="list-style-type: none"> <li>○ Population Intelligence Hub is operating within PHE / WMCA. Currently completing the Regional Health Impact of Covid report to derive future priorities.</li> </ul>
<b>Supporting place-based health and care</b>	<ul style="list-style-type: none"> <li>○ Meetings with individual DsPH in region to establish scope of future WMCA role completed. DsPH will be involved at Wellbeing Board and WMCA will play a regional convener role on agreed priorities, especially inequalities.</li> <li>○ Wellbeing Board representation includes STP and NHS / PHE Senior leadership. RHIC programme will seek to energise the commitment of the leaders through governance and shared priorities. Improved life expectancy remains a long-term goal and the role of the CA will be to influence and enable local delivery partners in achieving this goal over the longer term.</li> </ul>
<b>Regional Health Impact of Covid19 Task-and-Finish Group and Health of the Region Report</b>	<ul style="list-style-type: none"> <li>○ Task and Finish Group established. Interim report completed. Final findings to be included in Health of the Region report to be published in November.</li> <li>○ Looking to combine with regional STaR Board on Inequalities and liaise with partners on commitments identified in HOTR report.</li> </ul>

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Appointment of WMCA Boards and Committees 2021/22
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: laura.shoaf@tfwm.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Satish Mistry, Interim Head of Governance, Clerk and Monitoring Officer email: satish.mistry@wmca.org.uk tel: 07854 691711
<b>Report to be/has been considered by</b>	Strategic Leadership Team - 2 June 2021 Programme Board - 14 June 2021

### Recommendation(s) for action or decision:

#### The WMCA Board is recommended to:

- (1) Note the members nominated by constituent, non-constituent and observer member authorities to sit on the WMCA Board and its committees/sub-boards as detailed in appendix A.
- (2) Appoint the chairs of the Overview & Scrutiny Committee, Strategic Economic Development Board and Transport Delivery Committee.
- (3) Note the appointments made by the Mayor as Portfolio Leads and Deputy Mayor.
- (4) Agree the timetable of meetings for 2021/22 as detailed in appendix B.
- (5) Note the intention to establish a new HS2 Board and to submit the terms of reference of this board to the next meeting of the WMCA Board on 23 July.
- (6) Give delegated authority to the Interim Monitoring Officer to approve any subsequent minor changes to the individual appointments made to boards/committees.

## **1. Purpose**

- 1.1 To note the appointments made by constituent, non-constituent and observer member authorities to the WMCA Board and its committees/sub-boards for 2021/22.
- 1.2 To agree the timetable of meetings for the WMCA Board and its committees/sub-boards for 2021/22.

## **2. Background**

- 2.1 In addition to the WMCA Board meeting itself, there are a number of other committees and boards that meet throughout the year to discharge the authority that has been delegated to them by the West Midlands Combined Authority. Each constituent, non-constituent and observer member authority has made appointments for its representatives to sit on these meetings. The constitution adopted by the WMCA Board specifies the representation authorities have at each meeting.

## **3. Membership of Boards/Committees**

- 3.1 Appendix A sets out all of the appointments made for 2021/22 by the constituent, non-constituent and observer members of the Combined Authority at their recent AGMs.

## **4. Appointment of Committee/Board Chairs**

- 4.1 Along with agreeing the membership of its committees/sub-boards, the WMCA Board must also appoint the chairs of these meetings, specifically:

- Overview & Scrutiny Committee (*currently Councillor Lisa Trickett*)
- Strategic Economic Development Board (*currently Tim Pile*)
- Transport Delivery Committee (*currently Councillor Kath Hartley*)

- 4.2 In addition, a number of other committees/sub-boards are chaired by the appropriate Portfolio Lead, and it is intended to carry on these arrangements for 2021/22:

- Environment & Energy Board: Portfolio Lead for Environment, Energy & HS2
- Housing & Land Delivery Board: Portfolio Lead for Housing & Land
- Investment Board: Portfolio Lead for Finance
- Public Service Reform Board: Portfolio Lead for Public Service Reform & Social Economy
- Wellbeing Board: Portfolio Lead for Wellbeing

## **5. HS2 Board**

- 5.1 Given the significance that HS2 will have for the region, and following confirmation from the Government that the construction of the route will proceed as previously announced, it is important that the WMCA maximises its engagement in the project, including ensuring that connectivity to the HS2 stations in the region is planned and delivered so as to maximise the benefits the line will bring. The importance of HS2 has already been recognised within the political leadership of the WMCA through the appointment of Councillor Ian Courts as the Portfolio Lead for HS2 (along with, separately, his environment and energy responsibilities). It is now considered appropriate to widen that political oversight further through the establishment of an HS2 Board.

5.2 Councillor Ian Courts is meeting with officers from Transport for West Midlands to develop the terms of reference for this new board, including its membership, scope and objectives. It is expected that the new board will include representation from across the constituent and non-constituent authorities and other key stakeholders. The finalised terms of reference will come to the WMCA Board on 23 July for approval.

## **6. Portfolio Leads**

6.1 The Mayor appoints the Deputy Mayor and Portfolio Leads for the WMCA and will work closely with them to deliver the priorities of the WMCA.

6.2 The Portfolio Leads have agreed their roles with the Mayor. The responsibilities for each are shown below:

<b>Portfolio</b>	<b>Lead Member</b>
Deputy Mayor	Councillor Bob Sleigh
Culture & Digital	Councillor Patrick Harley
Economy & Innovation	Councillor Ian Brookfield
Environment, Energy & HS2	Councillor Ian Courts
Finance	Councillor Bob Sleigh
Housing & Land	Councillor Mike Bird
Inclusive Communities	Councillor Brigid Jones
Public Service Reform & Social Economy	Councillor Rajbir Singh
Skills & Productivity	Councillor George Duggins
Transport	Councillor Ian Ward
Wellbeing	Councillor Izzi Seccombe

## **7. Timetable of Meetings**

7.1 Appendix B sets out a timetable of meetings for the WMCA Board and its other committees/boards.

## **8. Financial Implications**

8.1 There are no direct financial implications arising out of the contents of this report.

## **9. Legal Implications**

9.1 There are no direct legal implications arising out of the contents of this report.

## **10. Equalities Implications**

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

## **11. Inclusive Growth Implications**

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

## **12. Geographical Area of Report's Implications**

12.1 The WMCA's boards and committees comprised members appointed by constituent and non-constituent authorities.

## **12. Schedule of Background Papers**

Correspondence received from constituent and non-constituent authorities setting out their nominations to the WMCA's boards and committees for 2021/22.



# West Midlands Combined Authority

## WMCA Board

<b>Representing</b>	<b>Nominee</b>	<b>Substitute</b>
Birmingham City Council	Councillor Ian Ward Councillor Brigid Jones	Councillor Paulette Hamilton Councillor Tristan Chatfield
Coventry City Council	Councillor George Duggins Councillor Abdul Khan	Councillor Jim O'Boyle Councillor David Welsh
Dudley Metropolitan Borough Council	Councillor Patrick Harley Councillor David Vickers	Councillor Simon Phipps Councillor Steve Clark
Sandwell Metropolitan Borough Council	Councillor Rajbir Singh Councillor Maria Crompton	Councillor Wasim Ali Councillor Iqbal Padda
Solihull Metropolitan Borough Council	Councillor Ian Courts Councillor Bob Sleigh	Councillor Karen Grinsell Councillor Ken Hawkins
Walsall Metropolitan Borough Council	Councillor Mike Bird Councillor Adrian Andrew	Councillor Suky Samra Councillor Christopher Towe
City of Wolverhampton Council	Councillor Ian Brookfield Councillor Stephen Simkins	Councillor Clare Simm Councillor Tersaim Singh
Black Country LEP	Tom Westley	Ninder Johal
Cannock Chase District Council	Councillor Olivia Lyons	Councillor Bryan Jones Councillor Phil Hewitt
Coventry & Warwickshire LEP	Sarah Windrum	Sean Farnell

Greater Birmingham & Solihull LEP	Tim Pile	Chris Loughran
The Marches LEP	Mandy Thorn	Frank Myers
North Warwickshire Borough Council	Councillor David Wright	TBC
Nuneaton & Bedworth Borough Council	Councillor Kristofer Wilson	TBC
Redditch Borough Council	Councillor Matt Dormer	Councillor Gemma Monaco
Rugby Borough Council	Councillor Seb Lowe	TBC
Shropshire Council	Councillor Lezley Picton	Councillor Steve Charmley
Stratford-on-Avon District Council	Councillor Tony Jefferson	TBC
Tamworth Borough Council	Councillor Jeremy Oates	TBC
Telford & Wrekin Council	Councillor Shaun Davies	Councillor Lee Carter
Warwickshire County Council	Councillor Izzi Seccombe	Councillor Peter Butlin
Warwick District Council	Councillor Andrew Day	TBC
West Midlands Fire Authority	Councillor Greg Brackenridge	TBC
West Midlands Police & Crime Commissioner	Simon Foster	TBC

### Audit, Risk & Assurance Committee

<b>Representing</b>	<b>Nominee</b>	<b>Substitute</b>
Birmingham City Council	Councillor Carl Rice	Councillor Marje Bridle
Coventry City Council	Councillor Ram Lahka	Councillor Naeem Akhtar
Dudley Metropolitan Borough Council	Councillor Dave Borley	Councillor Phil Atkins
Sandwell Metropolitan Borough Council	Councillor Charn Padda	Councillor Peter Allen
Solihull Metropolitan Borough Council	Councillor Ken Meeson	Councillor Michael Gough
Walsall Metropolitan Borough Council	Councillor Gary Flint	Councillor Keir Pedley
City of Wolverhampton Council	Councillor Alan Butt	TBC
Shropshire non-constituent authorities	Councillor Chris Schofield	Councillor Paul Watling
Staffordshire non-constituent authorities	Councillor John Kraujalis	TBC
Warwickshire non-constituent authorities	Councillor Hayden Walmsley	Councillor Kyle Evans
Worcestershire non-constituent authorities	Councillor Tom Baker-Price	Councillor Aled Evans
LEP representative	Sean Farnell	Sarah Windrum
Independent member	David Lane* Until September 2021	n/a

### Environment & Energy Board

<b>Representing</b>	<b>Nominee</b>
Portfolio Lead for Environment, Energy & HS2 (Chair)	Councillor Ian Courts
Birmingham City Council	Councillor Waseem Zaffar
Coventry City Council	Councillor Jim O'Boyle
Dudley Metropolitan Borough Council	Councillor Simon Phipps
Sandwell Metropolitan Borough Council	Councillor Maria Crompton
Solihull Metropolitan Borough Council	Councillor Andy Mackiewicz
Walsall Metropolitan Borough Council	Councillor Oliver Butler
City of Wolverhampton Council	Councillor Steve Evans

## Housing & Land Delivery Board

<b>Representing</b>	<b>Nominee</b>
Portfolio Lead for Housing & Land (Chair)	Councillor Mike Bird
Birmingham City Council	Councillor Sharon Thompson
Coventry City Council	Councillor David Welsh
Dudley Metropolitan Borough Council	Councillor Ian Kettle
Sandwell Metropolitan Borough Council	Councillor Zahoor Ahmed
Solihull Metropolitan Borough	Councillor Andy Mackiewicz
City of Wolverhampton Council	Councillor Bhupinder Gakhal
Cannock Chase District Council	Councillor George Adamson
Coventry & Warwickshire LEP	Bill Blincoe
Greater Birmingham & Solihull LEP	Simon Marks
North Warwickshire Borough Council	Councillor David Wright
Nuneaton & Bedworth Borough Council	Councillor Kristofer Wilson
Redditch Borough Council	Councillor Matt Dorner
Shropshire Council	TBC
Stratford-on-Avon District Council	Councillor Darren Pemberton

Tamworth Borough Council	Councillor Jeremy Oates
Telford & Wrekin Council	Councillor Richard Overton
Warwickshire County Council	Councillor Peter Butlin
Environment Agency	Roy Stokes
Housing & Communities Agency	Karl Tupling
West Midlands Housing Association Partnership	Kevin Rogers

## Investment Board

<b>Representing</b>	<b>Nominee</b>
Portfolio Lead for Finance (Chair)	Councillor Bob Sleigh
Birmingham City Council	Councillor Tristan Chatfield
Coventry City Council	Councillor Jim O'Boyle
Dudley Metropolitan Borough Council	Councillor Steve Clark
Sandwell Metropolitan Borough Council	Councillor Wasim Ali
Solihull Metropolitan Borough Council	Councillor Karen Grinsell
Walsall Metropolitan Borough Council	Councillor Mike Bird
City of Wolverhampton Council	Councillor Stephen Simkins
Non-constituent authorities	Councillor Tony Jefferson
Black Country LEP	Paul Brown
Coventry & Warwickshire LEP	Nick Abell
Greater Birmingham & Solihull LEP	Gary Taylor
West Midlands Development Capital	Sue Summers

## Overview & Scrutiny Committee

<b>Representing</b>	<b>Nominee</b>	<b>Substitute</b>
Birmingham City Council	Councillor Lisa Trickett Councillor Julie Johnson Councillor Peter Fowler	Councillor Josh Jones Councillor Penny Holbrook Councillor Ken Wood
Coventry City Council	Councillor Naeem Akhtar	Councillor Jayne Innes
Dudley Metropolitan Borough Council	Councillor Ian Kettle	Councillor Shaun Keasey
Sandwell Metropolitan Borough Council	Councillor Charn Padda	Councillor Thabiso Mabena
Solihull Metropolitan Borough Council	Councillor Tony Diccico	Councillor Bob Grinsell
Walsall Metropolitan Borough Council	Councillor Vera Waters	Councillor Suky Samra
City of Wolverhampton Council	Councillor Paul Sweet	Councillor Dr Paul Birch JP
Joint Dudley/Sandwell/ Walsall/Wolverhampton representative	Councillor Cathy Bayton* TBC* <i>* to be confirmed at ABCA AGM on 23 June</i>	TBC* TBC*
Joint Coventry/Solihull representative	Councillor Maya Ali	Councillor Joe Clifford
Shropshire non-constituent authorities	Councillor Nigel Lumby	Councillor Derek White
Staffordshire non-constituent authorities	Councillor Simon People	TBC
Warwickshire non-constituent authorities	Councillor Chris Cade	TBC
Worcestershire non-constituent authorities	Councillor Mike Chalk	Councillor Julian Grubb

Black Country LEP	Paul Brown	Chris Handy
Greater Birmingham & Solihull LEP	Mike Lyons	TBC
Coventry & Warwickshire LEP	TBC	TBC

### Transport Scrutiny Sub-Committee

<b>Representing</b>	<b>Nominee</b>	<b>Substitute</b>
Birmingham City Council	Councillor Liz Clements	TBC
Coventry City Council	Councillor Gurdev Hayre	TBC
Dudley Metropolitan Borough Council	Councillor Ian Kettle	Councillor Shaun Keasey
Sandwell Metropolitan Borough Council	Councillor Thabiso Mabena	TBC
Solihull Metropolitan Borough Council	Councillor Ken Hawkins	Councillor Mark Parker
Walsall Metropolitan Borough Council	Councillor Adam Hicken	TBC
City of Wolverhampton Council	Councillor Philip Bateman	TBC

## Public Service Reform Board

<b>Representing</b>	<b>Nominee</b>
Portfolio Lead for Public Service Reform & Social Economy (Chair)	Councillor Rajbir Singh
Birmingham City Council	Councillor Brigid Jones
Coventry City Council	Councillor George Duggins
Dudley Metropolitan Borough Council	Councillor Simon Phipps
Solihull Metropolitan Borough Council	Councillor Bob Sleigh
Walsall Metropolitan Borough Council	Councillor Stephen Craddock
City of Wolverhampton Council	Councillor Ian Brookfield
Rugby Borough Council	Councillor Seb Lowe
Shropshire Council	Councillor Karen Calder
Greater Birmingham Chamber of Commerce	Henrietta Brealey
NHS Birmingham & Solihull CCG	Paul Jennings
Black Country Consortium	Sarah Middleton
NHS England	Alison Tonge
Public Health England	Sue Ibbotson
West Midlands Police	TBC

West Midlands Fire Service	Phil Loach
Officer of the West Midlands Police & Crime Commissioner	Tom McNeil
Higher Education	Laura Caulfield Catherine Mangan
Further Education	Jatinder Sharma

### Strategic Economic Development Board

<b>Representing</b>	<b>Nominee</b>
Mayor	Andy Street
Deputy Mayor	Councillor Bob Sleigh
Portfolio Lead for Economy & Innovation	Councillor Ian Brookfield
Birmingham City Council	Councillor Ian Ward
Coventry City Council	Councillor George Duggins
Dudley Metropolitan Borough Council	Councillor Angus Lees
Sandwell Metropolitan Borough Council	Councillor Danny Millard
Solihull Metropolitan Borough Council	Councillor Ian Courts
Walsall Metropolitan Borough Council	Councillor Adrian Andrew
Black Country Local Enterprise Partnership	Tom Westley
Coventry & Warwickshire Local Enterprise Partnership	Sarah Windrum
Greater Birmingham & Solihull Local Enterprise Partnership	Tim Pile
Non-constituent authorities within the Coventry & Warwickshire LEP area	Councillor Izzi Seccombe
Non-constituent authorities within the Greater Birmingham & Solihull LEP area	Councillor Matt Dormer

### Transport Delivery Committee

<b>Representing</b>	<b>Nominee</b>
Birmingham City Council	Councillor Robert Alden Councillor Kath Hartley Councillor Timothy Huxtable Councillor Mohammed Idress Councillor Ziaul Islam Councillor Morriam Jan Councillor Chaman Lal
Coventry City Council	Councillor Pervez Akhtar Councillor Linda Bingham
Dudley Metropolitan Borough Council	Councillor Alan Taylor Councillor David Stanley
Sandwell Metropolitan Borough Council	Councillor Samiya Akhter Councillor Rizwan Jalil
Solihull Metropolitan Borough Council	Councillor Bob Grinsell Councillor Mark Parker
Walsall Metropolitan Borough Council	Councillor Adrian Andrew Councillor Richard Worrall
City of Wolverhampton Council	Councillor Christopher Burden Councillor Celia Hibbert

## Wellbeing Board

<b>Representing</b>	<b>Nominee</b>
Portfolio Lead for Wellbeing (Chair)	Councillor Izzi Seccombe
Birmingham City Council	Councillor Paulette Hamilton
Coventry City Council	Councillor Kamran Caan
Dudley Metropolitan Borough Council	Councillor Nicolas Barlow
Sandwell Metropolitan Borough Council	Councillor Suzanne Hartwell
Solihull Metropolitan Borough Council	Councillor Karen Grinsell
Walsall Metropolitan Borough Council	Councillor Stephen Craddock
City of Wolverhampton Council	Councillor Jasbir Jaspal
Nuneaton & Bedworth Borough Council	Councillor John Beaumont
Warwickshire County Council	Councillor Les Caborn
NHS England	Andy Hardy Paul Jennings Paul Maubach Alison Tonge
Public Health England	Sue Ibbotson Lina Martino
Universities representative	Guy Daly

West Midlands Fire Service	Wayne Brown
West Midlands Police & Crime Commissioner	Sarah Marwick

**West Midlands Combined Authority Meeting Schedule 2021/22**

Meeting	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022
<b>WMCA Board</b> (1100 - 1300)	25 (AGM)	23	-	17	-	19	-	14	11	18	-	-	10 (AGM)
<b>Audit, Risk &amp; Assurance Cttee</b> (1000 - 1200)	28	26	-	21	-	2	-	18	-	-	12	-	29
<b>Environment &amp; Energy Board</b> (1000 - 1200)	-	1	-	2	-	4	-	6	-	4	-	-	-
<b>Housing &amp; Land Delivery Board</b> (1000 - 1200)	-	7	-	15	-	5	-	19	-	2	27	-	-
<b>Investment Board</b> (1000 - 1200)	29	19	9	20	18	8	13	10	14	21	18	-	-
<b>Overview &amp; Scrutiny Cttee</b> (1000 - 1200)	-	12	-	6	11 (Policy Q&A)	8 (1400)	13 (Budget Q&A) (1400)	10 (1400)	-	7	-	-	13
<b>Transport Scrutiny Sub-Cttee</b> (1000 - 1200)	-	28	-	22	20 (Policy Q&A)	24	-	19 (1400)	23 (Delivery Q&A)	23	-	-	-

Meeting	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022
<b>Public Service Reform Board</b> (1300 - 1500)	-	6	-	28	-	7	-	-	-	1	-	-	-
<b>Skills Advisory Board</b> (1030 - 1230)	-	15	-	-	-	-	-	17	-	-	-	-	-
<b>Strategic Economic Development Board</b> (1000 - 1200)	-	9	-	10	28	-	10	26	-	24	-	-	-
<b>Transport Delivery Committee</b> (1000 - 1500)	-	19	-	13	-	15	-	10	7	14	-	-	8
<b>Wellbeing Board</b> (1000 - 1200)	-	20	-	-	19	-	-	18	-	8	-	-	-



## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Overview & Scrutiny Committee - Annual Report
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: Laura.Shoaf@tfwm.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Satish Mistry, Interim Director of Law and Governance email: satish.mistry@wmca.org.uk tel: 07854 691711
<b>Report has been considered by</b>	Strategic Leadership Team - 2 June 2021

**Recommendation(s) for action or decision:**

**The WMCA Board is recommended to:**

- (1) Note the Overview & Scrutiny Committee 2020/21 annual report, attached as appendix A.

## **1. Purpose**

- 1.1 The purpose of this scrutiny annual report is to highlight the work programme and key achievements of the Overview & Scrutiny Committee during 2020/21.

## **2. Background**

- 2.1 Overview & Scrutiny is a statutory requirement for the West Midlands Combined Authority to undertake. The committee has the responsibility to review the work of the Mayor and the WMCA, to make recommendations to the WMCA Board and its committees and call-in decisions that have already been made for further scrutiny.
- 2.2 The committee performs two functions: 'overview' and 'scrutiny'. 'Overview' focuses on the development of policy and 'scrutiny' looks at decisions that have been made or are about to be made.
- 2.3 The Overview & Scrutiny Committee has constitutional authority to require the Mayor, members and officers to attend its meetings to answer questions or provide further information. However, equally important is the need for the committee to build trust with the members of the WMCA Board, Strategic Leadership Team and Transport for West Midlands to work collaboratively to achieve the objectives of the WMCA.
- 2.4 This annual report is intended to set out clearly and succinctly the work of the committee over the last 12 months. The annual report helps demonstrate the WMCA's commitment to critical self-assessment and transparency in its decision making.

## **3. Wider WMCA Implications**

- 3.1 There are no specific wider WMCA implications arising from this report.

## **4. Financial Implications**

- 4.1 There are no specific financial implications arising from this report.

## **5. Legal Implications**

- 5.1 There are no legal implications arising from this report.

## **6. Equalities Implications**

- 6.1 There are no equalities implications arising from this report.

## **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 The Overview & Scrutiny Committee comprises 12 members appointed by constituent authorities and seven members appointed by non-constituent authorities.

## **9. Other Implications**

None

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West Midlands Combined Authority  
**Overview & Scrutiny**  
**Committee**  
Annual Report 2020/21



**West Midlands**  
Combined Authority

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# Contents

Foreword – Councillor Lisa Trickett	3
Foreword – Councillor Cathy Bayton	4
Committee Members 2020/21	5
Introduction	7
Overview & Scrutiny holding the Mayor of the West Midlands and portfolio lead members to account	8
Mayoral Q&A Sessions – Key Findings	11
Spotlight Sessions	14
Pre-Decision Scrutiny	15
Transport Scrutiny Sub-Committee	16
Transport Scrutiny Pre- Development Scrutiny	17
Transport Scrutiny: Holding those responsible for transport to account	18
Connect With Scrutiny	19

# Foreword

## Chair – Councillor Lisa Trickett

In a year that has seen lives and livelihoods lost and our public services at the forefront of responding to the COVID-19 crisis, it can feel that the work of the Overview & Scrutiny Committee is fairly irrelevant. But whilst we quite rightly left the Mayor and his Portfolio Leads free to respond to the immediate crisis, it is in such challenging times as these that I would argue the role of scrutiny is at its most critical. Our role is to provide a perspective outside the main decision makers to reflect the combined concerns and challenges of the communities that form part of the WMCA.

In a post-truth age, it is critical that the integrity of the policy process is maintained and that we ensure that in developing policies and measuring success we are truly drawing on the evidence before us and, critically for Overview & Scrutiny Committee this year, reflecting back into the combined authority the lived experience of our constituents. We must always seek to understand how policy and investment is helping to drive better outcomes for all communities. Our work this past year has shown that the combined authority has some way to go in terms of levelling up or closing the gap between constituent authorities and the life chances of children in our region, but there is still much to be proud of, not least the way in which the communities and combined public services in the region came together during the COVID-19 crisis.

What we are keen to ensure is that we truly did set out the foundations to build back better. The need for jobs, housing and a skills pathway that reflected the challenges of our region are key challenges. The fact that we do not have the powers and resources to adequately address these key challenges is an area where we have found agreement and where I would hope that in the new mayoral term scrutiny can focus on this issue further.

As always, my huge gratitude to members of the committee for the time they have given freely and for the thoughtful and valuable contributions they have all made. The role of scrutiny officers and those who support our governance processes has been critical in ensuring we have maintained balance and integrity of process - not always easy in an election year!

Finally, my congratulations to our Mayor Andy Street on his successful re-election, and goodbye (but, in my case as a Brummie councillor, welcome back!) to Deborah Cadman, the departing Chief Executive whose support for scrutiny has been much appreciated.



# Foreword

## Chair of Transport Scrutiny Sub-Committee – Councillor Cathy Bayton

This past year has been a memorable one as the country has collectively gone through a very difficult time and everyone has been affected in some way. The pandemic has presented incomparable challenges to the transport network as reoccurring lockdowns and enforced social distancing have reduced the demand for travel and public transport use has significantly reduced.

During this challenging time, Overview & Scrutiny Committee has formed the Transport Scrutiny Sub-Committee that emerged from a review into the effectiveness of transport governance within the combined authority. I am particularly pleased this year by the work the sub-committee has undertaken, including its focus on the student transport arrangements and young people returning to education, the development of a new Local Transport Plan, transport planning for the 2022 Commonwealth Games and public Q&A sessions held with the Chair of the Transport Delivery Committee and the Portfolio Lead for Transport.

It has been a pleasure to work with colleagues on the sub-committee that are also members of transport scrutiny committees within their own constituent authorities, and it is clear that this type of joined up working shows the value of a combined authority through improved engagement between councils.

Looking forward into next year, the Transport Scrutiny Sub-Committee will want to focus on the cost of the delay to the region of HS2, alternative ticketing policies in use in comparable cities and regions, and how the transport-related benefits of hosting a major sporting event can be enjoyed by all communities across the region. We will be keen to see if the legacy effects of the environmental sustainability of the Commonwealth Games can then be used to support the region's wider carbon reduction strategies in subsequent years.

I would like to thank my colleagues and officers for their support and commitment during this year, and I look forward to continuing with this work in the coming year.



# Committee Members 2020/21



**Councillor Lisa Trickett**  
Birmingham  
Committee Chair



**Councillor Cathy Bayton**  
Dudley  
Committee Vice-Chair



**Councillor Naeem Akhtar**  
Coventry



**Councillor Suky Samra**  
Walsall



**Paul Brown**  
Black Country LEP



**Councillor Stephen Simkins**  
Wolverhampton



**Councillor Dean Carroll**  
Shropshire



**Councillor Ahmad Bostan**  
Sandwell



**Councillor Peter Fowler**  
Birmingham



**Councillor Chris Cade**  
Rugby



**Councillor Angus Lees**  
Dudley



**Councillor Mike Chalk**  
Redditch

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# Committee Members 2020/21



**Councillor Robert Grinsell**  
Solihull



**Councillor Diane Todd**  
Cannock Chase



**Mike Lyons**  
Greater Birmingham &  
Solihull LEP



**Councillor Kate Wild**  
Solihull



**Councillor Lucy Seymour-Smith**  
Birmingham



**Sarah Windrum**  
Coventry & Warwickshire LEP



**Councillor Paul Sweet**  
Wolverhampton

# Introduction

Overview and scrutiny is a statutory requirement of the West Midlands Combined Authority. The Overview & Scrutiny Committee discharges this responsibility through oversight of the work of the Mayor, Portfolio Lead Members and the wider WMCA decision making process in order to hold decision makers to account and improve the quality of decisions that the WMCA takes.

Overview & Scrutiny Committee members may make recommendations to the WMCA Board and other committees and call in decisions for further scrutiny and challenge that have already been made. The committee acts as an advocate for residents of the West Midlands by investigating issues that are important to local people and by looking further into matters brought to its attention by the public. From improving the economy to tackling inequality, environmental matters and ensuring that the affordable housing needs for the region are addressed, the Overview & Scrutiny Committee, comprising the region's local councillors, is the body that oversees how all this is done.

While the committee's membership includes local councillors nominated by the WMCA's 18 member councils, it also has three representatives from the region's local enterprise partnerships. This brings a private sector perspective to discussions and ensures that the views of the region's commercial sector are heard at the highest levels of decision making.

The committee performs two functions 'overview' and 'scrutiny'. 'Overview' focuses on the development of policy and 'scrutiny' that looks at decisions that have been made or are about to be made.

## Overview & Scrutiny Committee in 2020/21

This year the committee has focused on the post-COVID-19 recovery plan, as it seeks to address the economic and social impact of the pandemic and has scrutinised and challenged across the WMCA to ensure investments and interventions are targeted at closing the region's inequalities and fulfilling the ambition of inclusive growth and tackling climate change.

The committee has continued to have broad oversight to the policies of the WMCA and reviews the effectiveness of its key decisions. It has an important role in reviewing and scrutinising the Mayor, Portfolio Lead Members and the WMCA about plans, priorities, corporate governance arrangements and financial affairs.

## Overview & Scrutiny's Objective 2020/21

**“What is the return on investment for our communities?”**

# Overview & Scrutiny holding the Mayor of the West Midlands and portfolio lead members to account

## Mayor of the West Midlands

The committee has undertaken a number of public Mayoral Q&A sessions, with questions focusing on the key challenges for the WMCA.

In October, the committee questioned Andy Street on the delivery and impact of the WMCA policies and on matters relating to:

- **WMCA's response to the COVID-19 pandemic**
- **Economic and community recovery work**
- **Government funding allocations to the region (including the 'Recharge West Midlands' investment case)**
- **Further funding asks to support recovery work**
- **Support required for different economic sectors and those facing the prospect of unemployment once the Government's furlough scheme ended**

In December, the committee held its second Q&A and questioned the Mayor on financial matters relating to the developing budget for 2021/22, with a particular focus on:

- **The use of reserves to achieve a balanced budget for 2021/22**
- **Longer term financial stability**
- **Risky assumptions**
- **Financial planning and modelling reflecting the needs of the region and its diverse communities**
- **Transport budget and protection of accessible and supported transport services**

The Mayor was also joined by the Portfolio Lead for Finance, Councillor Bob Sleight, who was questioned on matters relating to the Investment Programme.

**“These public Q&A sessions were an important part of providing public accountability and transparency of decision-making for the WMCA's only directly elected politician”**

## Councillor Mike Bird, Portfolio Lead for Housing & Regeneration

In November 2020, the committee invited Councillor Mike Bird, Portfolio Lead for Housing & Regeneration to a Q&A session focusing on housing and regeneration-related matters. Members questioned him on:

- **Brownfield Land Redevelopment Fund**
- **Spend verses the number of housing units delivered to date**
- **Context in which the WMCA was operating in terms of supporting the housing needs of the region**
- **Affordable and social housing**
- **Affordable housing definition**



## Councillor Ian Brookfield, Portfolio Lead for Economy & Innovation

During the year, Overview & Scrutiny Committee has had a strong focus on the regional recovery plan following the COVID-19 pandemic and has met with Councillor Ian Brookfield, Portfolio Lead for Economy & Innovation to better understand the economic recovery work undertaken by the COVID-19 Economic Impact Group and the thematic priorities that formed the region's 'asks' to attract new Government investment.

In addition, Overview & Scrutiny Committee has also met with Deborah Cadman, Chief Executive and Julia Goldsworthy Director of Strategy to understand the work being undertaken to support the economic recovery of the region following the COVID-19 pandemic in areas such as:

- **form that the recovery might take**
- **arrangements for the strategic leadership and co-ordination of recovery priorities**
- **workstream planning across the WMCA's portfolio areas**
- **work to address the disproportionate impact of the pandemic on the region's Black, Asian & Minority Ethnic communities**

**“Methods of growth for the region need to reflect and address inequalities, ensuring a difference is made to communities and the local economy”**

Councillor Lisa Trickett



## Outcome

As a result of the Q&A sessions with the Mayor and the Portfolio Lead Members, the following workstreams were undertaken:



A review of a detailed breakdown of the region's 'Recharging the West Midlands' investment case to Government which set out the key immediate asks of the Government from the West Midlands region, totaling £3.2bn of investment

An assessment of the extent that projects contained within the 'Recharging the West Midlands' investment case addressed structural needs within the region; in particular:

- Grand Central diagnostics hub
- Battery Gigafactory

The development of an economic funding tracker that mapped Government funding allocations against the 'asks' made within the regional investment case, scrutinised on a bi-monthly basis.

A focus on the Health of the Region and the Regional Health Impact of COVID-19

Establishing a task & finish review: Black Country Economic Recovery

---

# Mayoral Q&A Sessions

## Key Findings

### Delivery and Impact of the WMCA's Policies

The committee had reached a number of conclusions arising out of the responses it had received from the Mayor and drew the following matters to the attention of the WMCA Board in November:

- Whilst recognising the value of the 'Recharge West Midlands' asks of the Government, did it adequately address the existing embedded and systemic inequalities in the region and the challenges currently being faced by residents across the West Midlands seeking to recover from the economic impacts of the pandemic?
- Did the WMCA have a clear plan to enable it to transition its policy objectives to meet the new and emerging challenges across the region, including the COVID-19 pandemic, climate change and automation, especially within sectors and communities still impacted by previous transitions?
- Was there sufficient ambition with the devolution discussions with the Government to deliver to the WMCA the powers and resources necessary to meet the economic and social challenges of the region, and did the WMCA maximise its other sources of funding to address these challenges?
- Did the outputs of the WMCA meet its stated ambitions, and could better use be made of aligning the region's priorities in order to close the inequality gap that currently existed and, as a consequence, deliver lasting inclusive growth?
- Has the WMCA developed sufficient policies that would drive its inclusive growth ambitions and deliver lasting change?
- The development of new practices and reporting to strengthen and consolidate performance information.

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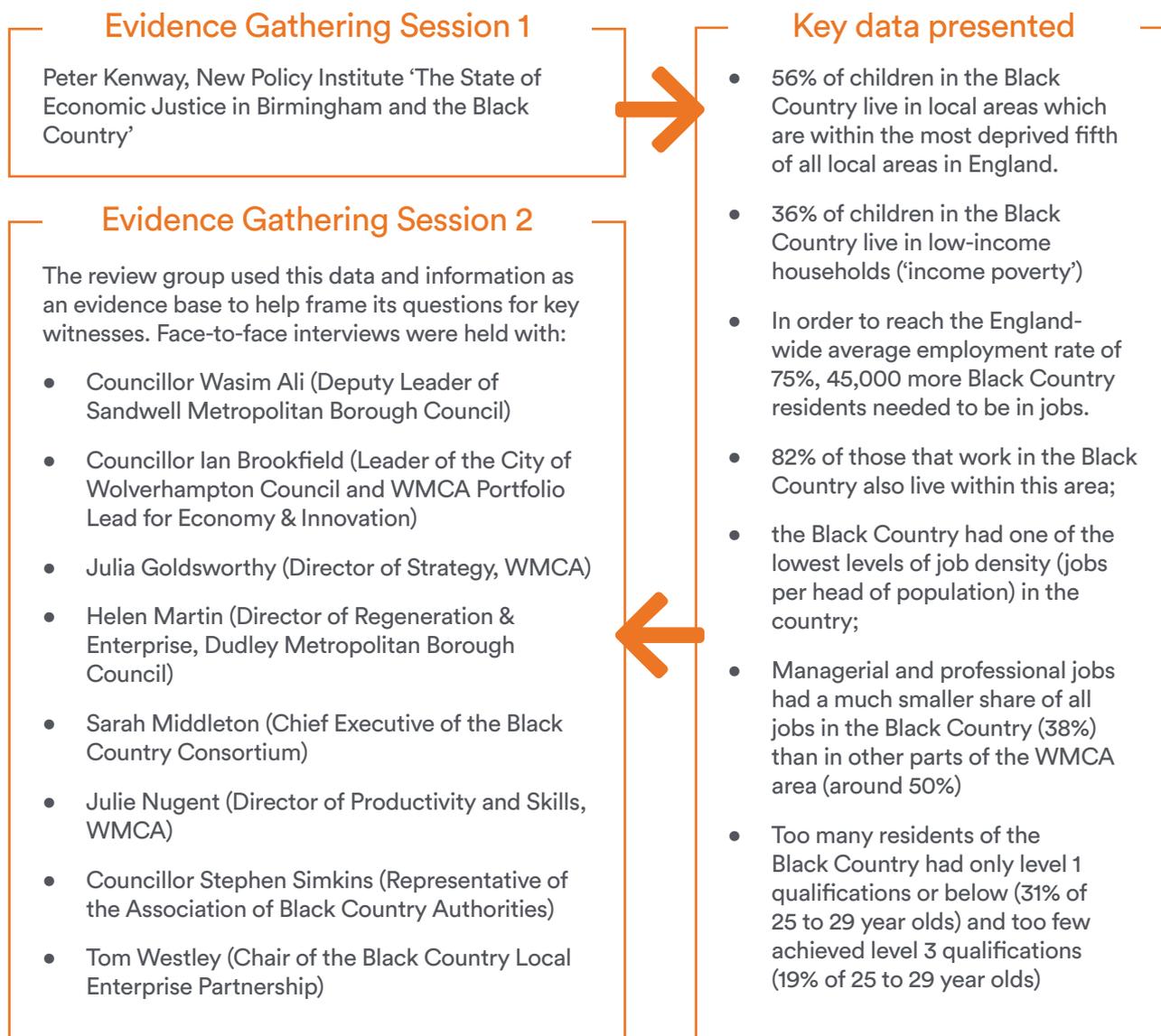
### WMCA's Budget 2021/22

The following matters were drawn to the attention of the WMCA Board in January, during consideration of the WMCA's 2021/22 budget:

- The need to use reserves to achieve a balanced budget for 2021/22 was noted, but concern was expressed as to the risks associated with this and the limitations it had as a longer term approach to budget planning.
- The WMCA should continue to seek to achieve longer term financial stability that would better enable it to plan for and respond to the needs of the region.
- The Medium Term Financial Plan currently included a number of assumptions that could have a significant negative impact on the WMCA's financial base. It was important that difficult decisions were considered early on in the financial planning process to help to better mitigate potential consequences.
- All future financial planning and modelling should ensure that it reflected and addressed the priorities and needs of the region and its diverse communities.
- The WMCA should lobby for greater flexibility over the use of its direct funding, with which it had previously achieved better outcomes when it had been able to use it in an innovatively way.
- Concern over the possible longer term viability of the transport budget given the likely changes in travel patterns linked to evolving ways of working that could see a permanent reduction in the number of employees commuting into town and city centre locations.

## Economic Needs of the Black Country Scrutiny Review

The committee undertook a scrutiny review to consider whether the regional economic recovery proposals were meeting the specific needs identified within the Black Country sub-region.



The Overview & Scrutiny Committee made a number of recommendations to the WMCA Board in March grouped around four key areas of activity:

- Coherence of the funding landscape
- Scaling-up immediate support for businesses and people whose jobs were at risk
- Working towards a long-term, whole-life approach
- Co-ordination, governance and accountability across the Black Country



## Call-in

The committee has the power to call in decisions of the Mayor and the WMCA Board which have been made but not yet implemented. It exercised this power during the course of the year.

### Call-in: Affordable Housing Collaborative Delivery Vehicle

The proposals for the establishment of a new Affordable Housing Delivery Vehicle had been developed following consideration of the matter by the Housing & Land Delivery Board.

The key purpose for this dedicated vehicle was to unlock challenging brownfield sites in the region which would demonstrably not come forward through other means and to deliver additional affordable housing supply.

The Portfolio Lead for Housing & Regeneration and Director for Housing & Regeneration attended Overview & Scrutiny Committee in November to answer questions put to them.

### Reason for Call-In:

**“The Housing & Land Delivery Board was not made aware of the extent of need and possibility of specifying a purpose to deliver on social housing requirements. Overview & Scrutiny Committee was concerned that members had not been given the information required to make an informed decision and that the report unduly fettered the opportunity to use such a vehicle to deliver on housing need in the region”**

### Impact/Outcome:

As a result of the Call-In, in January the Housing & Land Delivery Board reconsidered the Affordable Housing Delivery Vehicle report that had been amended to include more detail than that summarised previously and now included information on:

- the history and context of the proposal; and
- addressed the issues raised by the Overview & Scrutiny Committee insofar as:
  - it explained the position with ‘affordability’ with it being measured against the regional definition
  - assurance regarding the work on governance arrangements for the Delivery Vehicle; and
  - resources in terms of finance

# Spotlight Sessions

## An agile and lighter touch approach to scrutiny reviews

### Recharge West Midlands - Investment Case to Government

In 2020/21, the committee held three spotlight sessions with a view to assess the extent that projects addressed structural needs within the region and to review the progress being made in respect of community recovery as a result of the pandemic.

#### Grand Central Diagnostics Hub

The committee questioned the Director of Implementation on the Grand Central Diagnostics Hub at Birmingham New Street station, focussing on:

- the accessibility of Grand Central station and whether this location successfully met the needs of those suffering from health inequalities.

A further request for information on the assessment being completed on those individuals from inner city communities accessing Grand Central station and those from Black, Asian & Minority Ethnic communities suffering from health inequalities was made.

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.

#### Battery Gigafactory

A spotlight session was held with the Chief Executive of Coventry & Warwickshire Local Enterprise Partnership and the Director of Business, Investment & Culture for Coventry City Council on the Gigafactory proposition. The committee sought further information on:

- the readiness of the WMCA in terms of re-skilling and re-training, particularly in respect of those individuals who may have lost their jobs during the pandemic.
- assurance on the WMCA's efforts to support the Gigafactory bid going forward.
- The beneficial impact for the wider West Midlands region.
- How the project would address issues such as deprivation, educational attainment and poor health across the region

#### The Health of the Region 2020 / Regional Health Impact of COVID19

In January, the Director of Inclusive Growth & Public Service Reform attended Overview & Scrutiny Committee to report on the health and wellbeing inequalities and impacts of the COVID-19 pandemic in the West Midlands. Questions focused on:

- The community recovery work
- The various workstreams being set up to address and improve outcomes for the minority communities
- Commitments and recommendations to Government
- Initiatives for 'invisible' illnesses and infants missing out on baby classes and socialisation
- Housing being a key contributing factor to health inequalities
- Consideration of those families that were in temporary housing

# Pre-Decision Scrutiny

Looking at decisions before they are made provides an important opportunity to influence those decisions, and to improve them. It gives scrutineers an opportunity to challenge assumptions that may have been made as the decision was developed, and also gives them the chance to consider how decision-makers have considered what risks might arise from the implementation of the decision, and how those risks might be mitigated.

## Comprehensive Spending Review – Draft Submission

Overview & Scrutiny Committee scrutinised the draft response to the Government’s 2020 Comprehensive Spending Review consultation, focusing on:

- HS2 Interchange
- Further proposals to consider the #WM2041 environmental ambitions and the need to invest into transport infrastructure
- The need to clearly identify which proposals were being prioritised to reflect the needs of the region to make a difference

Overview & Scrutiny Committee’s observations and comments helped to form the final draft of the consultation response that was considered by the WMCA Board in September.

## Annual Delivery 2020/21 Mid-Year Update

Overview & Scrutiny Committee reviewed the Annual Delivery 2020/21 Mid-Year Update that provided an update on the progress against portfolio deliverables for 2020/21, prior to its submission to the WMCA Board in November.

Members requested that future updates included spend broken down across the seven constituent authorities which would help identify a clearer picture of the allocations across the region in terms of investment and resources.

Pre-decision scrutiny is the process that enables councillors to engage with the WMCA Board and Mayor before they take decisions.

1. It enables scrutiny councillors to gain information and develop an understanding on particular issues.
2. It contributes to scrutiny’s role as a ‘critical friend’ to ask questions on upcoming Mayoral or board decisions.
3. It is a valuable opportunity for scrutiny to inform and influence decision making through debate and challenge.

## WM2041 Five Year Plan: 2021 - 2026

Overview & Scrutiny Committee challenged the Director of Public Service Reform & Inclusive Growth and the Head of Environment on the development of a five-year plan to help meet the #WM2041 net zero carbon ambitions, focusing on:

- The Local Transport Plan
- Regional Air Quality Issues
- Concern that the plan was not ambitious enough and lacked direction in terms of clear and coherent interventions that would lead the region in a net zero carbon environment
- The importance of ensuring systematic inequalities that further disadvantaged certain sections of the population needed to be adequately addressed
- The importance of work on behaviour change.

Overview & Scrutiny Committee’s observations and comments helped to form the preparation of the report prior to its submission to the WMCA Board in March.

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# Transport Scrutiny Sub-Committee

## Sub-Committee Members 2020/21

In 2019/20, the Overview & Scrutiny Committee had recommended the strengthening of the Authority's transport governance arrangements within the West Midlands Combined Authority and across the region. The acceptance of the recommendations had led to the establishment of the Transport Scrutiny Sub-Committee.



**Councillor Cathy Bayton**

Dudley  
Chair



**Councillor Philip Bateman MBE**

Wolverhampton  
Vice-Chair



**Councillor Rois Ali**

Coventry



**Councillor Liz Clements**

Birmingham



**Councillor Ken Hawkins**

Solihull



**Councillor Matt Rogers**

Dudley



**Councillor Gurmeet Singh Sohal**

Walsall



**Councillor Jackie Taylor**

Sandwell

# Transport Scrutiny: Pre-Development Scrutiny

Pre-development scrutiny examines the Mayor and/or WMCA Board's proposals, objectives and draft programmes in order to inform their development before they are further developed and enacted. In this way, the Overview & Scrutiny Committee can help the WMCA to achieve optimum impact by avoiding mistakes and grasping opportunities in its target-setting, policy-making and service delivery.

This approach to pre-development scrutiny is carried out some time before a decision is made – in some instances months ahead of a final decision.

## Commonwealth Games Transport Plan

The Director Network Resilience and Technical Director for the Commonwealth Games attended Transport Scrutiny Sub-Committee to seek their comments, thoughts and to answer questions in relation to the development of the Commonwealth Games Transport Plan prior to its submission to the WMCA Board in June for approval to consult. Discussions and questions focused on:

- The role of TfWM
- WMCA and TfWM commitments to the Games
- Games Transport Plan, Programme and Timeline of activity
- Legacy principles and priorities
- Transport Legacy
- Sustainability – Clean and Green Games
- Transport Security

The following recommendations and observations were fed into the subsequent approval process:

- The importance of capitalising on the whole-region offer of the Commonwealth Games, along with the need for strong working relationships with all delivery partners, specifically in respect of the tourism offer of the region and Transport for West Midlands' ability to help enable towns that were not hosting sporting events to be able to capitalise on the economic benefits hosting the Commonwealth Games provided.
- To better understand the transport-related benefits communities across the region would derive from the hosting of the Commonwealth Games, particularly how the legacy effects of the intention for the games to be environmentally sustainable could be used to support the region's carbon reduction strategies in subsequent years.
- The firm commitment that the Commonwealth Games would commence as planned in July 2022 was welcomed, but the need for a strong contingency plan for circumstances where this turned out not to be possible (eg. a continuation of COVID-19 restrictions) was necessary.

# Transport Scrutiny: Holding those responsible for transport to account

## Councillor Ian Ward, Portfolio Lead for Transport

In 2020/21, the first ever Q&A session was held with Councillor Ian Ward, Portfolio Lead for Transport, on transport policy related matters. Members questioned him on:

- The three immediate priorities for transport
- Bus franchising
- Cycle hire scheme
- e-scooters
- Concessionary Fares Scheme

The following observations and recommendations were accepted by the Overview & Scrutiny Committee, Portfolio Lead Member for Transport and WMCA Board:

- The key priorities identified by the Portfolio Lead for Transport were endorsed, namely:
  - To ensure the bus network recovered to service and patronage levels across the region that existed pre-COVID-19.
  - To complete all current Metro capital schemes.

- To pursue further walking and cycling initiatives to help support and encourage the modal shift seen across the region this year.

- Given the current economic situation and the WMCA's financial challenges, existing concessionary travel policies should be maintained in recognition of the wider societal benefits they underpinned.
- The Transport Scrutiny Sub-Committee should undertake a scrutiny review of alternative ticketing policies (including their funding arrangements) in use in comparable cities/regions around the world with a view to making appropriate recommendations for the Portfolio Lead for Transport's consideration.
- The WMCA and Transport for West Midlands should consider undertaking a programme of appropriate lobbying in support of the 'levelling up' of funding for public transport services and infrastructure across the UK, to better enable residents to have the ability and capability to play their part in the region's economic recovery.
- Transport for West Midlands should liaise with public transport operators/providers to ensure that all workers on the public transport network were provided with appropriate personal protective equipment.

## The Young Combined Authority's Involvement in Transport Scrutiny – Kashmire Hawker

Transport scrutiny for me delivered a very insightful experience, which has not just expanded my mindset on how the WMCA's scrutiny responsibilities work, but enabled younger people's voices be heard loud and clear and to get a major understanding of the transport plans currently in place.

The art of good scrutiny is to ensure the right questions can be asked and people can be held accountable. With the scale and scope of the transport-related projects currently being undertaken across the West Midlands, I have developed a real sense of fascination and have a sense pride at playing a small part in region's renaissance!



## Councillor Kath Hartley, Transport Delivery Committee, Chair

In February, Councillor Kath Hartley attended a Q&A session to answer questions on transport delivery matters across the region. Questions focussed on:

- Transport Delivery Committee's relationship with the Mayor and transport cabinet members
- How Transport Delivery Committee engaged with other WMCA policies, such as #WM2041 and the carbon reduction targets it contained.
- Work of the Lead Member Reference Groups
- The role of the committee in terms of the recent Gigafactory proposals that were announced for Coventry and how they would improve connectivity to this employment site and other parts of the region.

- The committee's performance management role

Recommendations focussed on:

- Refreshed terms of reference, including specifically setting out role and responsibilities
- The development of member role profiles
- Annual work planning process
- A review of the role and purpose of the committee's Lead Member Reference groups to improve transparency

The recommendations were considered and supported by the Overview & Scrutiny Committee and WMCA Board in March.

# Connect with Scrutiny:

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**Email:** [lyndsey.roberts@wmca.org.uk](mailto:lyndsey.roberts@wmca.org.uk)

**Twitter:** @WMCA\_Scrutiny

**Web:** <https://governance.wmca.org.uk/mgCommitteeDetails.aspx?ID=138>





**West Midlands**  
Combined Authority



## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Young Combined Authority – Annual Review
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a> tel: (0121) 214 7444
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<b>Report has been considered by</b>	YCA Board - 26 May 2021 Strategic Leadership Team - 3 June 2021 Programme Board - 4 June 2021

**Recommendation(s) for action or decision:**

**The WMCA Board is recommended to:**

Note the Young Combined Authority 2020/21 annual review, as attached as Appendix A.

## **1. Purpose**

- 1.1 This report is to highlight the work programme and key achievements of the West Midlands Young Combined Authority during 2020/21.

## **2. Background**

- 2.1 The West Midlands Combined Authority (WMCA) Board established the Young Combined Authority (YCA) in 2019 to provide direct insight from young people within regional policy development. It remains a key deliverable of the Inclusive Communities Portfolio.
- 2.2 The YCA brings together a diverse group of young people, aged 16 to 25 years, from across the West Midlands to help guide and challenge the WMCA as it makes decisions which will shape the future of the region.
- 2.3 YCA Board members decided to produce this 'annual review' to be presented to the WMCA Board at its Annual General Meeting. The report has been collated by WMCA officers on behalf of the YCA and outlines the YCA's activity and impact through the 2020/21 municipal year.
- 2.4 The report is structured around three 'themes' of YCA activity and impact:
- 'Shaping the Region's Priorities' – contribution to policy development.
  - 'Loudening Our Voice' – campaigning activity.
  - 'Developing the YCA' – changes to the YCA programme and model.
- 2.5 By capturing their progress in this annual review, the YCA Board hope to demonstrate the value of youth voice to the work of the WMCA and regional policy development. The aim is to encourage people in positions of power, including the WMCA Board, and young people to engage with the YCA programme.
- 2.6 These ambitions are reflected in the 'Looking Forward' section of the Young Combined Authority Annual Review document attached, which outlines the YCA's goals for the year ahead.

## **3. Financial Implications**

- 3.1 There are no financial implications as a result of the recommendations within this report.

## **4. Legal Implications**

- 4.1 There are no legal implications arising from this report.

## **5. Equalities and Inclusive Growth Implications**

- 5.1 There are no equalities implications arising from this report.

# West Midlands Young Combined Authority Annual Review 2020/21



# Contents

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Foreword	3
A Year of the YCA	4
Introduction	5
Theme 1 - Shaping the Region's Priorities	6
Theme 2 - Loudening Our Voice	9
Theme 3 - Developing the YCA	10
Looking Forward	16
Acknowledgements and Impact	17

# Foreword

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The West Midlands is renowned for both its youth and its diversity. Both of these factors are deservedly celebrated when we consider our region.

However, while one in three people living in our region are aged 25 or under, the average age of a councillor in England is 59. We as young people in this region have a role to play in addressing this imbalance.

The Young Combined Authority (YCA) was set up by the West Midlands Combined Authority (WMCA) Board in order to bring the voices of young people to the fore. Together, we have joined in the WMCA's discussions, debates, and decisions which affect the future of the region. The future we will live in.

This report sets out how we have worked to build this status and make this happen during the June 2020 to June 2021 year.

Throughout, we have tried to capture the YCA's activities and achievement across three key themes:

**One: How we have contributed to the development of regional policy and priorities, so that these reflect the needs and ambitions of young people.**

**Two: How we have campaigned using the YCA platform to speak up on critical issues, and discuss with leaders and organisations across the region.**

**Three: How we have developed and redesigned the way in which the YCA works, to help us to make a bigger impact going forward.**

Our Board has changed dramatically over the course of the last year, and as part of this, we both became the first Co-Chairs of the YCA. Working together, we realised

that we would need to focus our energy during this term on two key challenges: supporting the YCA to have a greater impact on decision making, and securing a lasting legacy for youth voice in the West Midlands.

This is the YCA's first Annual Review, and while we are looking back upon our year, we are also looking forward towards legacy. We hope that this document demonstrates the value which youth voice has had upon our regional policy making, and in doing so, encourages people in positions of power to engage with the YCA programme and its ambitions.

We hope that you will read the content of this report, and share our opinion that the YCA has experienced a year of progress, influence, and growth. We are immensely proud of the impact that the YCA has been able to collectively make.

As the summer draws to a close, so too will our time as Co-Chairs on the YCA, as we step down from our positions and from the board.

We would like to take this opportunity to thank the WMCA, the Beatfrees Collective, and, most importantly, YCA members for investing their time, collective energy, and unending hope in the Young Combined Authority Project.

It has been a privilege to have been a part of the Young Combined Authority's journey over the past two years as members, and the past year as Co-Chairs. We truly look forward to seeing where it will take our region in the future.

**Aisha Masood and Chris Burden,  
Co-Chairs of the YCA Board, 2020/21**

# A Year of the YCA

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**1**

Young Combined  
Authority Board

**16**

YCA Board Members  
participated

**22**

YCA Board  
meetings held

**6**

Attendances at the  
WMCA Board

**1**

YCA Vision Report  
published

**7**

WMCA reports  
influenced

**2**

Independent  
public events

**5**

Campaigns

**1**

YCA Community  
launched

# Introduction

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## Who we are...

The Young Combined Authority (YCA) brings together a diverse group of young people, aged 16 to 25, from across the West Midlands to help guide and challenge the West Midlands Combined Authority (WMCA) as it makes decisions which will shape the future of the region.

We were established in 2019 by the WMCA Board to:

- Provide direct insight and challenge from young people within regional policy.
- Speak up for the third of West Midlands residents who are aged under 25 years.
- Help inform decisions which will shape the future for our generation.

## About this document...

We have decided to produce this review of our activity and impact during the 2020/21 municipal year (June to June) to be presented to the WMCA Board's Annual General Meeting.

It offers a narrative and highlights of our key achievements, including our involvement in shaping regional priorities, our progress in strengthening our platform and our work to develop the YCA itself.

By detailing our accomplishments in this way, we aim to:

- Outline the progress the Young Combined Authority has made in building youth voice into WMCA policy development.
- Set out our aspirations and targets for the year ahead.
- Encourage more young people to participate in regional youth voice by evidencing the difference we can make.
- Demonstrate our potential to add value, to encourage WMCA Board members to work with us and invest in youth voice.
- Recognise and capture each other's achievements so that we can reflect on our individual and collective development journeys.

# Theme 1 - Shaping the Region's Priorities

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The youth and diversity of our population is a huge source of potential for the West Midlands, and it is important that these voices are heard by the people making decisions about the future of the region. Throughout the year we have worked hard to make sure that the priorities of young people are prioritised by policy makers – from shaping regional conversations about how to recover from the coronavirus pandemic, to publishing our own Vision and Priorities report and contributing to WMCA policy development.

## Shaping the response to Covid-19

It is no secret that young people have been disproportionately disadvantaged by the coronavirus (Covid-19) pandemic – whether that is by the direct impact of lockdown on education and the jobs market or how the crisis has exasperated existing problems and inequalities.

As such, it is not surprising that much of our activity has focused on helping to inform the way the region works to recover from the pandemic.

In June 2020, Andy Street and Councillor Brigid Jones – the Mayor of the West Midlands and WMCA Portfolio Lead Member for Inclusive Communities respectively – joined a YCA Board meeting to discuss the impacts of Covid-19 on young people.

During the session, we shared our views, experiences, hopes and concerns for the future. We described our priorities for a 'good' recovery from the pandemic, one that: is green, boosts education and jobs, maximises on opportunities, engages young people, supports Mental Health and wellbeing and, most importantly, is fair and inclusive.

A summary of the conversation was fed directly into work to agree the region's shared priorities for recovery from Covid-19, via the Recovery Coordination Group (RCG).

The YCA have also influenced Covid-19 recovery priorities through our involvement with the Citizens Panel that informed the Community Recovery Roadmap, where we recommended that a specific quota of participants should be aged under 25 years, and through advising on and supporting a youth engagement survey about the rates of Covid-19 among young people.

## YCA Vision and Priorities

In the months leading up to the first Covid-19 lockdown in March 2020, we were working with Beatfrees and Aston University to develop a ‘youth manifesto’ to present to candidates of the elections for Mayor of the West Midlands. Lockdown meant our work was paused, the elections were postponed, and priorities needed to be reviewed.

Building on discussions about the impact of Covid-19, we decided to focus our efforts on repurposing the draft manifesto to create a post pandemic vision document: ‘Our West Midlands: YCA Vision and Priorities for the Future.’

Our report articulates the YCA’s asks and aspirations of and for the West Midlands. We collectively identified seven priority areas as being particularly important for helping the region and its younger population to recover from the crisis. For each priority area we developed a vision statement and five ‘asks’ of the region, informed by our own discussions and engagement with WMCA directors and policy leads.

We published our YCA Vision report in February 2021, having presented it to the WMCA Board in January 2021. Since then, we have focused on sharing our report with decision makers across the region to identify ways our ambitions can be taken forward through policy, delivery and future devolution asks.

Our engagement has included sharing the Vision with candidates of the 2021 mayoral elections – to make sure that the priorities of young people are high on the region’s agenda. We worked independently with Aston University to host the region’s first ‘Youth Hustings’ (March 2021) where we gave all mayoral candidates the opportunity to share their plans for supporting our young population.

Read our Vision report at: <https://www.wmca.org.uk/media/4561/yca-vision-2021.pdf>





## Impact on WMCA Board reports

In addition to the YCA Vision report, members have also informed, influenced and contributed to a number of other meetings and reports presented to the WMCA Board, including:

- **Overview & Scrutiny Committee (June 2020):** having participated in a number of meetings, Aisha contributed to the Committee's Annual Review to the WMCA Board. Aisha, Michael and Kashmire have since been invited by Councillor Lisa Trickett to join Committee meetings throughout the 2020/21 municipal year.
- **RCG Community Recovery Priorities (July 2020):** the YCA's discussion with the Mayor and Portfolio Lead Member for Inclusive Communities on the impact of Covid-19 on young people informed a report to the Recovery Coordination Group (RCG) on priorities following the pandemic.
- **Inclusive Communities Portfolio Update (Sept 2020):** the WMCA Board made direct reference to the YCA's challenge for further action on Black Lives Matter and outlined the new model for the Young Combined Authority, which we coproduced with WMCA officers.
- **Health of the Region Report (Nov 2020):** as the YCA Board, we submitted a pledge as part of the report to champion citizen voice within policy development. We also produced and read a statement in support of the report to the WMCA Board.
- **West Midlands Digital Roadmap (Jan 2021):** the report included a foreword by Kari, one of the YCA's co-leads for Digital and Skills, which emphasised the need to focus on digital inclusion and provide young people with the skills to pursue jobs in the digital sector.
- **Environment & Energy Board minutes (Jan 2021):** Councillor Ian Courts invited Lily to join the WMCA's Environment and Energy Board meeting in December 2020 to present on the YCA's developing priorities and asks for the Environment.
- **Economic Update and Next Steps (March 2021):** the YCA's Vision report influenced the region's plans and priorities for economic recovery from Covid-19, culminating in us being quoted in a report to the WMCA Board: "we must rebuild, and rebuild back better."

# Theme 2 - Loudening Our Voice

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We were established to speak up for the third of West Midlands residents who are aged under 25, which is why we are proud to have transformed the YCA into an independent campaigning force. Over the past year, we have spoken up on issues that matter most to our generation, helped the WMCA to connect with young people and been engaged by a number of regional bodies – from Birmingham Commonwealth Games 2022 to business leaders, the media and universities.

## Black Lives Matter

Each of us joined the Young Combined Authority to be ambassadors for young people and hold people in power responsible for the things our communities care about. That is why we chose to speak out in the wake of George Floyd's murder and subsequent media attention on Black Lives Matter; to challenge leaders to do more to tackle inequality.

- We wrote a **statement** on Black Lives Matter, committing to use the YCA's platform to call for change. It was published on our social media and presented to the WMCA Board by Eman in June 2020.
- This was followed with a more developed **Letter on Black Lives Matter** to the Chief Executive of the WMCA. Our Letter outlined the racial inequalities experienced by many across our diverse region and called for more action to bring tangible and lasting change.
- Olivia and Eman were invited to read our Letter to the **WMCA Board in July 2020**, taking the challenge and appeal directly to the region's decision makers. The WMCA Board accepted the need for collective action to address inequality and racial discrimination across the region.
- In August 2020, we received a **written response**, thanks and commitment to action from the Mayor.
- In September 2020, Councillor Brigid Jones took the '**Inclusive Communities Portfolio Update**' report to the WMCA Board, which recognised the YCA's challenge and outlined how WMCA equalities activity will be refocused to better respond to Black Lives Matter and the inequalities highlighted by Covid-19.
- Read the Letter at: <https://www.wmca.org.uk/news/wmca-welcomes-young-people-s-call-not-to-forget-black-lives-matter>

**“We continue to welcome the challenge provided by the Young Combined Authority. It is the duty of any public or private body who does not represent this makeup of this area to ask why, to ask what we can do to address that, and to ask what we can do to hear the voices that are not around this table to inform what we do.”**

Councillor Brigid Jones, WMCA Portfolio Lead Member for Inclusive Communities and Deputy Leader at Birmingham City Council

**“I would like to thank the Young Combined Authority for writing such a powerful and thoughtful letter and presenting it to WMCA Board today, it was important for us to hear. The YCA have highlighted the need to take action, and the WMCA looks forward to working with our young leaders to make this happen. We are prepared to be bold, prepared to feel uncomfortable and prepared to be held to account.”**

Deborah Cadman, WMCA Chief Executive

**“We are pleased we had the opportunity to put forward our views on standing in solidarity against racism and inequality. It is something that needs to be addressed now and for the future of the West Midlands. When you say you stand in solidarity, you actually need to do something about it.”**

Eman Mowatt, Young Combined Authority



## Campaigns

As a YCA Board, we have also led, delivered and supported a number of campaigns throughout the year to engage young people on key regional issues and raise awareness of our own priorities for the future.

Key campaigns include:

- **Covid-19 Youth Survey (Sept 2020):** we helped to shape and then promote a regional survey to find out more about the spike in young people testing positive for Covid-19.
- **YCA Community (Dec 2020):** we worked with the Beatfrecks team to codesign and promote a social media campaign to encourage young people across the West Midlands to sign up to join the new YCA Community.
- **Count Us In (Jan 2021):** we made a ‘Count Us In’ pledge to save 56kg of carbon entering the atmosphere every week by switching to active travel for our essential journeys. The aim is to model behaviour change while campaigning for more investment in active travel.
- **YCA Vision (Feb 2021):** we designed and delivered a media and stakeholder engagement plan to raise the YCA’s profile and promote our YCA Vision and Priorities report with people in power across the West Midlands.
- **#YourVoteMatters (April 2021):** ahead of the elections, we championed voter registration and turnout on our social media channels – supporting the WMCA ‘Our Region, Our Voice’ and Electoral Commission campaigns and highlighting the importance of youth voice for our region.
- **Other comms events:** YCA statement on Black Lives Matter (June 2020), Black Lives Matter Letter to the WMCA Board (July 2020), Response to the Government’s 10 Point Environment Plan (Nov 2020), Response to the WMCA’s Health of the Region Report (Nov 2020), and a YCA podcast for International Disability Day (Dec 2020).
- **We also advised on...** the West Midlands Recovery from Covid-19 Narrative (Sept 2020) and Birmingham Commonwealth Games 2022 Narrative (Feb 2021).

## Speaking

YCA Board members have also spoken at a number of board meetings and events, including:

- **WMCA boards:** political boards including WMCA Board, WMCA Overview & Scrutiny Committee and WMCA Environment & Energy Board, and officer groups: WMCA Strategic Leadership Team, WMCA Policy Working Group and West Midlands Recovery Coordination Group.
- **Other regional boards:** West Midlands 5G Board and Greater Birmingham & Solihull Local Enterprise Partnership (GBSLEP) Board.
- **Panellist for:** WMCA staff webinar, WMCA Mayor Faith Briefing, West Midlands Women's Voice and Midlands UK Forum for Growth.
- **Youth meetings and events:** Transport for West Midlands Youth Forum and initial meeting of youth representatives from Mayoral Combined Authorities.
- **YCA Events:** led the YCA Community Launch event and independently organised an Event for Mayoral Candidates.



# Theme 3 - Developing the YCA

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The Young Combined Authority celebrated its first birthday in September 2020. Throughout the summer we worked together to identify how to build on our successful start and enable the YCA to make more of a difference in the future. We decided that the way forward was to evolve into a YCA Board and launch a new YCA Community.

## The YCA Board

We worked with WMCA officers and the Beatfrees team to reflect on the first 12 months of the Young Combined Authority and consider potential ways to improve how we work (the 'YCA operating model'). Our aim was to make the YCA as impactful and inclusive as possible.

To make the YCA more impactful, we decided to move away from the original model (one group of around 30 young people who met monthly) to become a smaller 'board' who work more closely with the WMCA on policy development. We adopted the YCA Board model from September 2020, aiming to build closer relationships with the WMCA Portfolio Lead Members and Directors so that we can offer more input and challenge.

Key benefits of the YCA Board model are to:

- Enable the YCA to become more **'youth led'** by establishing Co-Chair roles and Co-Leads for our chosen priorities.
- Promote **greater involvement and impact**, by meeting more frequently and more actively engaging with WMCA policy development.
- Offer **greater exposure** to political leaders, senior officers and the media – by creating a louder voice and nominating Co-Leads as points of contact for WMCA portfolio areas.
- Create more opportunities for **member development** by making it easier for individual YCA members to represent the Board at events, in meetings and on specific issues.

## Highlights by Priority Area

By establishing 'Co-Chair' and 'Co-Lead' roles for our priority areas as part of the YCA Board model, we have increased our capacity for impact and made it easier for WMCA officers and Portfolio Lead Members to engage with us. This approach is starting to make a difference.

Key highlights by priority area include:

- **Culture and Major Events:** Eman and Michael have met with the Director of Legacy at Birmingham Commonwealth Games 2022 and her team around the need to ensure local people benefit from the event. The Games team now regularly engage the YCA Board.
- **Skills:** Gina has led engagement with the WMCA on youth skills; she has participated in multiple focus groups and co-authored an article with the WMCA Director of Productivity and Skills for FE Week.
- **Digital:** Kari is an observer member of West Midlands 5G Board and contributed to the West Midlands Digital Roadmap, providing a foreword for the report.
- **Environment:** as well as leading on the 'Count Us In' Pledge, Lily has presented to the WMCA's Environment & Energy Board and participated in #WM2041 workshops. Ibrahim has spoken about the YCA's aims for the Environment on a Mayor Faith Briefing.
- **Transport:** Kashmire and Asad have met with the MD of Transport for West Midlands and participated in WMCA Overview & Scrutiny Transport Subcommittee. Councillor Kath Hartley, Chair of WMCA Transport Delivery Committee praised their chapter of the YCA Vision report as reflecting the priorities of people across the region.
- **Housing and Regeneration:** Ayan and Avtar met with the WMCA Director for Housing and Regeneration where they discussed the need for inclusive, green and affordable places. Ayan also championed Inclusive Growth as a panellist at the Midlands UK Forum for Growth event in November 2020.
- **Inclusive Communities and Wellbeing:** Georgia, Olivia and Daniel met with WMCA policy leads around the Health of the Region report and Community Recovery priorities. Daniel and Olivia also joined the judging panel for the Community Recovery Innovation Challenge.
- **Co-Chairs:** Aisha and Chris coordinated the YCA Vision report and have led the YCA Board's stakeholder engagement efforts – building relationships with regional boards, organisations and youth representatives from other Mayoral Combined Authorities.

## The YCA Community

While the changes to the YCA Board were designed to boost our impact, we also wanted to identify changes that could make the YCA more inclusive. Our aim was to improve our reach across the West Midlands and give more young people a chance to have a direct say on regional policy.

Our solution was to set up a 'YCA Community.'

The YCA Community is a wider engagement forum to compliment the YCA Board and offer a flexible way for many more young people to engage on key issues for the West Midlands.

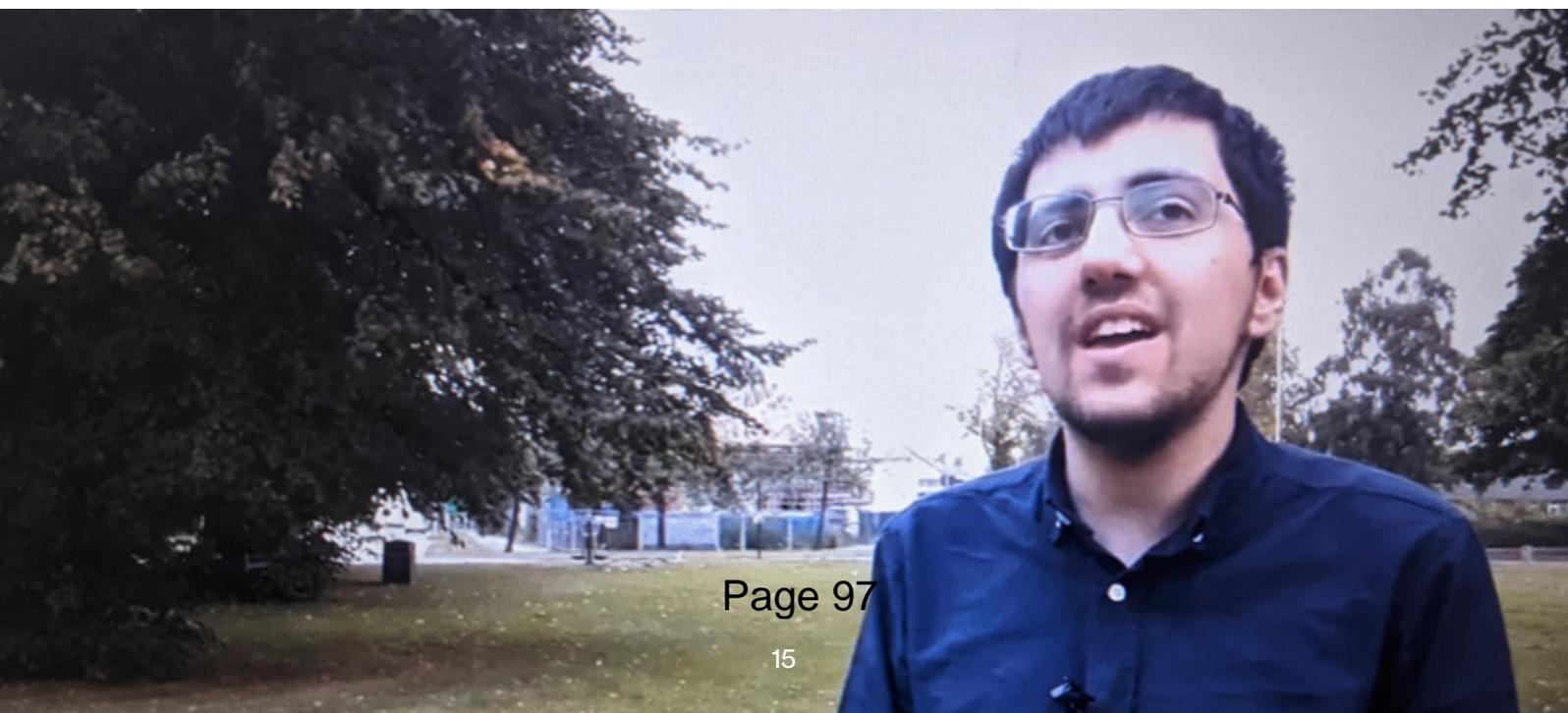
We set out our ambition to establish a YCA Community within the 'Inclusive Communities Portfolio Update' report to the WMCA Board in September 2020 and designed and launched our promotion campaign with Beatfreaks in December 2020.

To encourage further sign-ups, we also led a 'Welcome Webinar' event in March 2021 where YCA Board members and the WMCA Portfolio Lead Member for Inclusive Communities described the purpose and aspirations of setting up the YCA Community.

The aim is to develop the Community through the 2021/22 year.

The key aims and features of the YCA Community are to:

- **Boost outreach** across the region - by being open to anyone aged 16 to 25 living in the West Midlands, with no current limit on the number of members.
- Offer young people an easy, flexible and **no-commitment way** to have a say on regional issues. The idea is to invite Community members to share their views via surveys or discussions at online events. This means Community members can choose when to engage and fit this around existing commitments.
- Provide an opportunity to **help partners** engage with young people via the YCA Community – to help and encourage organisations to talk to young people as they make decisions and create more opportunities for young people to influence change.



# Looking Forward

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The WMCA Board has committed to supporting a Young Combined Authority that challenges, informs and influences their policy development and decision making throughout the year ahead.

Our ambition is to see the Young Combined Authority become fully integrated into how the WMCA works. We want to make sure that young people always have a seat at the table, demonstrate the value that this adds and ensure that youth engagement is secured as a central part of WMCA processes for the future.

In the June 2021/22 year, we aim to:

- **Be a positive force for change:** by meeting regularly as a YCA Board to focus on WMCA policy development. We will track our involvement and impact on shaping key priorities for the region.
- **Build closer relationships with power:** our ambition is to engage with the Mayor and every WMCA Portfolio Lead member during 2021/22, and we will also lead events where decision makers speak to young people.
- **Create opportunities for youth voice:** through working with the WMCA and/or its partners to run at least six engagements with the YCA Community over the course of the year.
- **Grow our YCA Community:** so the YCA is stronger, louder and more representative of the young people who live across the West Midlands. We also aim to strengthen our links with young people and find ways to listen to their views.
- **Leave a legacy:** by guiding the refresh of the YCA Board membership during 2021/22 and advocating for youth leadership and development opportunities.



# Acknowledgements and Impact

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## YCA Board members

Thank you to the young leaders who participated in the YCA Board 2020/21:

Aisha and Chris, Co-Chairs of the YCA Board 2020/21.

Asad, Avtar, Ayan, Daniel, Eman, Georgia, Gina, Grace, Ibrahim, Kari, Kashmire, Lily, Michael, Olivia.

## Testimonials

The next few pages capture some highlights and testimonials from the Young Combined Authority, WMCA Board members and our partners at the Beatfreaks Collective.

**“The decisions the West Midlands Combined Authority (WMCA) board take help determine the future of our region, and so it is only right that we have the next generation helping to guide our decision-making. With this in mind it really was an absolute no-brainer to set up the YCA, and this report highlights just how effective and popular the community has been in such a short space of time.**

**From helping to shape the region’s response to the Covid-19 pandemic and subsequent recovery, to stepping up and showing leadership during the Black Lives Matter movement, the YCA have contributed to key debates for the West Midlands.**

**Their voices have grown in strength and confidence over the past year, and I am really looking forward to seeing the group develop throughout the next Mayoral term as we work with them to help shape key policy for the future of the West Midlands.**

**Andy Street, Mayor of the West Midlands**

**“From education and careers to priorities for the future, young people can experience life in a very different way from those who are older. This becomes a problem when young people are not fully represented in politics, because you need to understand what life is really like for young people to make decisions that really work for them. The Young Combined Authority helps us to tackle this challenge and bring the voices of young people to the table. They have shared their insights, challenge and passion with the West Midlands Combined Authority Board and brought a new dynamic to our discussions. YCA members are influencing real change and I hope they are proud of the difference they are making.”**

**Councillor Brigid Jones, WMCA Portfolio Lead Member for Inclusive Communities and Deputy Leader at Birmingham City Council**

**“Developing our Young Combined Authority will always be one of my proudest highlights from my time as Chief Executive of the West Midlands Combined Authority. Our YCA members are inspiring, compassionate and fierce about their vision for a better, fairer West Midlands. As a group, they truly represent the youth and diversity of our communities and it has been a real privilege to help them find their platform, confidence and power. Young people are our future – and it there was ever any doubt of that, you need only to look at the Young Combined Authority.”**

**Deborah Cadman, WMCA Chief Executive**

**“Prior to being a part of the YCA, I lacked in confidence and belief in myself. I felt like my voice wasn’t heard. There was a lack of representation from young people like me in terms of protected characteristics (BAME and disability). Getting on the YCA has enabled me to achieve getting on the Cultural Leadership Board, Young Women’s Trust, presenting at WMCA Board and speaking at a West Midlands Women’s Voice webinar. Additionally, the YCA has allowed me to achieve a personal dream of working for the NHS as a Personal Assistant! A big thanks to Beatfrees and WMCA for their support.”**

Gina Patel,  
Young Combined Authority

**“Through the work of the Young Combined Authority and the support of both the WMCA and Beatfrees enabled me to take the next step. Little did I dream that the first job I applied to post University would land me in the Birmingham 2022 Culture Team, and make my first role with an opportunity of a life. I will always be grateful for everyone involved and who have given me such belief in a terrific journey.”**

Kashmire Hawker,  
Young Combined Authority

**“The YCA creates opportunities for young people to enter spaces where we typically would not be seen. Sitting on different regional boards has shown me that youth voice is both needed and wanted by those in power. A great example is where I have led the YCA’s involvement in the region’s WM2041 plans for carbon neutrality; I’ve worked directly with Councillor Ian Courts and the WMCA team, spoken at events and launched our own behavioural change campaign. A huge shoutout to the Beatfreaks team who have helped me with my YCA work but also opened so many other doors for me.”**

Lily Eaves,  
Young Combined Authority

**“The YCA has been an incredible journey, born from a fantastic initiative. It is vital that this level of engagement continues well into the future. Young people do not only constitute a large portion of our region’s population, but they also form the entirety of our region’s future.**

**Co-Chairing the YCA has developed my relationships with my fellow Co-Chair, Aisha, and has given me experience of working on and chairing a board. We’ve been able to meet incredible people of influence, and meaningfully contribute to discussions on an enormous quantity of issues.”**

Chris Burden,  
Young Combined Authority

**The YCA is a brilliant way to engage young people in the Regions leadership. Beatfrees' worked closely with WMCA over the last few years to set up and embed the YCA into the WMCA leadership. The commitment from the young people and from the WMCA to better represent our region through younger voices will always be championed by Beatfrees."**

**Amerah Saleh, General Manager, Beatfrees**

**"It has been amazing to support the Young Combined Authority - working with the members, Beatfrees and our WMCA team to bring the voices of young people into regional decision making. YCA members have been dedicated, authentic and thoughtful in their partnership with us. They have made a real and lasting contribution to the leadership of the West Midlands. I am immensely grateful for their trust in this project and the senior support it has had at the WMCA."**

**Lucy Gosling,  
Projects and Programme Lead (WMCA)**

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	State of the Region Report 2021
<b>Portfolio Lead</b>	Economy & Innovation - Councillor Ian Brookfield
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: laura.shoaf@tfwm.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Julia Goldsworthy, Director of Strategy email: julia.goldsworthy@wmca.org.uk tel: (0121) 214 7941
<b>Report has been considered by</b>	Senior Leadership Team Programme Board Strategic Economic Development Board

### Recommendation(s) for action or decision:

#### The WMCA Board is recommended to:

- (1) Consider the Executive Summary of the State of the Region Report, which fulfils the WMCA statutory responsibility to provide an assessment of regional economic conditions.
- (2) Note this is an executive summary - a more detailed report is being prepared that will encompass a wide range of evidence produced by the WMREDI partners and the ODA over the last 12 months
- (3) Endorse the next steps to further develop the region's response to the 5 challenges endorsed by Board in March 2021.

## **1. Purpose**

- 1.1 The report details the main findings from the State of the Region Exec Summary (with full details in the accompanying appendix) and placing it into the wider context of developing the 5 Regional Challenges approved at SED Board and WMCA Board in March 2021. This analysis directly influences and reflects the region's shared priorities, which in turn are informing the development of the Combined Authority's Corporate Strategy.

## **2. Background**

- 2.1 WMREDI partners across the region have together developed the fifth annual 'State of the Region' (SOTR) report<sup>1</sup>. It is a high-level report in comparison to its predecessors due to the wealth of research and supporting reports published throughout the pandemic. As in previous years the report highlights the major challenges facing the region, its citizens and businesses and the challenge facing all bodies charged with improving the wellbeing, economy and environment. It is important to note this report was written in June 2021 and that some of the data included changes on a weekly basis. Latest data will be found in the weekly monitors as circumstances unfold.
- 2.2 This analysis directly influences the region's shared priorities and as partners our collective response to them. Developing the SOTR and use of the Sustainable Development Goals builds upon the community and economic recovery planning work of LEPs, local authorities and the WMCA. Together, this evidence base saw partners agree 5 Challenges<sup>2</sup> which is informing activity across partners to support the region's recovery. The 5 Challenges were agreed by the SED Board and approved by the Combined Authority Board on 19 March 2021.
- 2.3 This report is written on behalf of the West Midlands Combined Authority, and all its partners by WMREDI. It should be seen as a stocktake of where the region stands, it's a snapshot on how the region is doing and where partners need to work together to improve the region. But this year, as last, it is still produced in extraordinary circumstances and it's a call to action for everyone invested in the West Midlands. It is important to note this report was written in June 2021 and that some of the data included changes on a weekly basis. Latest data will be found in the weekly monitors as circumstances unfold.
- 2.4 This report endeavours to be an honest reflection of the current regional conditions, specifically highlighting the challenges faced in the next 12 months. However, the report is not attempting to suggest what the solutions are or whose responsibility it is to deliver them; this lies within strategies and action plans of all the regional partners, who own and deliver activities in the West Midlands. It is an executive summary as part of a suite of documents which highlights our evidence base and continuing to build our understanding of the performance of the region. There are challenges to understanding this performance and how partners change places for the better, not least understanding the causation and causality between action, output and outcomes. This document provides a balanced approach to regional monitoring and a useful tool to understand the progress the region is making through our combined action.

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<sup>1</sup> The 2021 State of the Region report can be found in Appendix 1

<sup>2</sup> See Appendix 1 – plan on the page summarising the five challenges

## Headlines

- 2.5 Economic forecasts consistently showed through 2020/21 that the West Midlands was to be one of the UK regions hit hardest by the economic crisis, Oxford Economics have produced initial baseline forecasts which show that pre-pandemic levels of employment will not return until 2023 and GVA after a drop back to 97bn in 2020 will not return until 2022. This reflects our industrial and demographic mix, with some local economies among the most vulnerable in the UK in terms of their sectoral composition and health vulnerability. Those same forecasting models also show relatively strong regional growth in 2021, and latest forecasts have been revised up with the success of the vaccine rollout, but this growth depends on assumptions about future market demand and international trade agreements. The stakes are high everywhere, but particularly so in the West Midlands
- 2.6 In the first part of 2020 the economic impact of the Covid-19 pandemic was initially severe. In the second quarter UK GDP fell 20% compared to the previous year, manufacturing PMI hit an all-time low and by May 2020 496,000 people across the 3 LEP area were on furlough, the equivalent of all jobs in Birmingham. Now many sectors have returned and the number furloughed has dramatically reduced to 230k people, predominately in retail, hospitality and cultural sectors. Despite the general stasis felt at the time by the economy through furlough and lockdown, the overall claimant count had nearly doubled overall and was most acute for young people. What is now known is that globally there is a twin track economy: some sectors are largely unaffected and some consumers are still active. By contrast, some sectors are essentially closed and still in stasis - mainly because of the direct impact of lockdown. This is a time like no other, with no recent precedent. The impact of easing lockdown has yet to be fully understood, and what it means in the short, medium- and longer-term.
- 2.7 Sectors where the region had previously seen growth and expansion were hard hit, such as construction which back in June 2020 was hardest hit but has seen some recovery as the lockdowns have eased. Evidence in the Weekly Economic Impact Monitors that the lockdowns in November 2020 and from January 2021 have had an ongoing sustained impact on the same sectors. The expanding higher education sector in the three cities - Birmingham, Coventry and Wolverhampton - have switched to online and distance learning. This has contributed to leaving cities empty for much of the last year. Our largest employment and GVA sector (professional, businesses and financial services) is still resilient, but has sustained job losses and workers are unlikely to return to the workplace in the same way as in the pre-Covid era. This will have a significant effect on our three city centres, especially Birmingham. The sectors hardest hit through furlough and lockdown (retail, hospitality and tourism) could bounce back providing consumer demand returns and certainty in a future where people feel safe and able to return to the leisure activities they once had. But some workers from these sectors may have looked to employment opportunities in other sectors and others may be less willing than formerly to change employers. The Commonwealth Games will rely heavily on these sectors and demand will increase so it is important that the jobs are protected to ensure the games can be delivered.

- 2.8 The success of the region is vital to the success of the UK, ensuring strong recovery, especially in sectors of national importance such as advanced manufacturing, automotive and the business and professional services sector, will support the wider growth of the nation. The upcoming Commonwealth Games in 2022 is an opportunity to show the world the resilience and capacity of the people of the West Midlands to bounce back. Hence investment in the jobs and sectors which have been hardest hit in pandemic, but are of greatest importance to the Games is essential to ensure the ongoing strengths in attracting international visitors, importing and exporting which the region has
- 2.9 However, the region has demonstrated amazing resilience in the face of the pandemic, through business innovation and redesign and adoption of technology, as seen by some of our most successful support programmes which have enabled businesses to adapt, pivot and prosper. Recently there has been very positive signs of recovery, in June the Purchasing Managers Index (PMI) is still at a record high (65.5) for the region, the West Midlands is the second highest region for business activity and future activity index is at 83.6 reaching levels not seen since 2021. There is also a continued increase in vacancies being advertised and manufacturing has rebounded. The pandemic has also highlighted the role, importance and response of the social economy, through a galvanised voluntary and community sector addressing key issues such as food poverty, mental health and community support.
- 2.10 There is also an emerging trend towards 'north shoring'. This can be seen in large relocations and expansions such as Goldman Sachs announcing setting up an office in Birmingham and moves of Civil Service jobs to the region. Investments are holding up and the housing market is growing, especially at the top end. But these are not mirrored at the bottom of the market in the rented sector, and data suggests that the risks of homelessness are growing
- 2.11 The report focuses on understanding the current state of the 5 Challenges, and the longer-term vision of the improving the Sustainable Development Goals. Over the past year partners have mobilised plans and programmes to address the challenges from the pandemic and end of the transition period associated with the UK leaving the EU. This is a fast-moving environment and our plans and priorities have reflected this. They were developed to meet a need, establish a common understanding, signal our investment opportunities and understand the experiences of citizens in the West Midlands. The research and work carried out over the last 12 months highlights a number of issues in aiming for a stronger region.
- 2.12 The SOTR has identified key outcome indicators we will be using to understand the challenges and suggested potential output measures:

Challenge	Provisional Outcome indicators	Potential Output indicators, number of:
1. <b>Delivering Good Jobs</b>	<ul style="list-style-type: none"> <li>Total jobs in the economy</li> <li>Survival rates of businesses</li> <li>Start-up rates of businesses</li> </ul>	<ul style="list-style-type: none"> <li>jobs created/safeguarded by sector</li> <li>businesses started</li> <li>businesses assisted to grow and innovate</li> <li>public transport trips to employment centres</li> <li>FDI projects and jobs</li> </ul>
2. <b>Supporting Thriving Places and Communities</b>	<ul style="list-style-type: none"> <li>Total affordable housing</li> <li>Visitor numbers</li> </ul>	<ul style="list-style-type: none"> <li>new dwellings built</li> <li>land remediated</li> <li>commercial, high street and community buildings improved or renovated</li> <li>visitors</li> </ul>
3. <b>Embedding our Green Ambitions</b>	<ul style="list-style-type: none"> <li>Renewable energy</li> <li>Households living in fuel poverty</li> </ul>	<ul style="list-style-type: none"> <li>reskilling or employment opportunities created in green technology and construction</li> <li>take up of energy efficiency programmes</li> <li>households with improved energy consumption classification</li> <li>businesses supported to be energy efficient</li> </ul>
4. <b>Tackling Inequality and Levelling-up</b>	<ul style="list-style-type: none"> <li>Increase in disposable household income</li> <li>Improved healthy life expectancy</li> </ul>	<ul style="list-style-type: none"> <li>jobs in knowledge occupations</li> <li>people benefiting from health initiatives</li> <li>entrepreneurs supported to be enterprise ready</li> <li>jobs in foundational sectors achieving living wage</li> </ul>
5. <b>Preventing a Lost Generation</b>	<ul style="list-style-type: none"> <li>Increase in apprenticeships and employment support</li> <li>Reduce the number with no qualifications</li> <li>Level 3 and 4 qualifications</li> </ul>	<ul style="list-style-type: none"> <li>apprenticeships</li> <li>people improving digital skills at all levels</li> <li>adult education places completed</li> <li>training, work experience and employment support opportunities at all levels</li> </ul>

## 2.13 How the region has performed against the Outcomes:

**Total jobs in the economy** - The total number of jobs had increased to 1.87m in 2019, although the increase from 2018 was at a slower rate when compared to England (+0.5% vs +1.4%). However, the latest provisional figures show that by the end of May 2021 there were 230k workers furloughed – representing a take up rate of 13.4%, although this is significantly less than at the height of furlough it is still significant. This is a situation where the region went into the pandemic with a tight labour market, high immigration which was being hit by EU exit, and where skills were scarce, and employment rates were historically high. Now there is significantly increased unemployment in sectors which are closed, and people are in a position of switching sectors, trapped by furlough or having been out of the labour market for a significant amount of time. This will create skills and labour availability issues in the sectors hardest hit and affect their ability to recover and find skilled staff.

**Survival rates of businesses** - In terms of business survival, 42% of enterprises in the WMCA area were still active after five years and the WMCA rate was 0.2pp higher compared to +0.1pp for the UK. Of the 28k enterprise births in 2016 in the WMCA (3 LEP) area, 45% were still active after three years compared to 52% for the UK. Hence business survival still continues to be a concern, due to the comparison with the high start-up, although should be balanced with churn in business being a positive sign of a healthy business base.

**Start-up-rates** – We have consistently had strong start-up in the region, with strong one year enterprise births growth to 2019 (+16.4% versus 5.4% at the UK level) and the highest number of enterprise births recorded. This equates to 67 enterprise births per 10,000 population compared to 58 at the UK level. But newly formed businesses and the self-employed are particularly vulnerable to the pandemic, as start-ups have less cash reserves, less established clients and more at risk to continued economic shock and 34% of all small business owners have increased levels of debt.

**Affordable housing** - Data for 2019/20 shows that there was a net increase of 3,562 additional affordable dwellings in the WMCA area, but the growth in new affordable dwellings decreased by 7% from 2018/19. Similar patterns can be seen for additional affordable rented dwellings where there were 1,612, a decrease of 18% (-348). 7.6 million households in England had at least one major housing problem relating to overcrowding, affordability or poor-quality housing. As noted above the low-end rental and sales markets are struggling now, and data is showing a high risk of homelessness. This is against a backdrop where the region has seen significant housing growth, with a total dwelling stock rising by 16,615 in 2019 in the 3 LEP area, the highest yearly growth in the last 8 years.

**Visitor numbers** - Prior to Covid-19 the visitor economy was worth a record £13.1 billion in 2019, up 3.6% on the previous year. The recreation sector (including tourism activities such as visits to attractions/ arts and culture venues) had experienced the highest growth – up by £43 million. 47% of spending was on shopping, 19% on food and drink, 13% on recreation activities, 12% on transport and 9% on accommodation. With nearly 134 million visitors in 2019, there was an increase of 2.5million visitors on 2018. This represents a 2% increase over the last 12 months. Occupancy levels in every English region declined sharply at the start of the pandemic, with room occupancy in the West Midlands at just 17% of available rooms in open accommodation businesses in April 2020, compared with 71% the previous year.

**Renewable energy** – In 2019 the WMCA area generated 753,361 MWh of renewable energy. This increased by 2.3% in the WMCA area compared to an increase of 9.7% UK wide since 2018. The WMCA renewable energy generation in 2020 consisted of photovoltaics (51.2%), onshore wind (0.9%), hydro (0.05%), anaerobic digestion (11.8%), sewage gas (9.9%), landfill gas (21.6%), municipal solid waste (2.9% and plant biomass (1.6%). When taking in to account energy consumption in the WMCA area, this equates to a 4.7% total renewable generation rate compared to an England wide of 25.3%. The region is a net importer of energy due to lack of natural assets for renewables. Therefore longer term supply infrastructure investment and energy reduction is key (but currently no measures for this).

**Households living in fuel poverty** - The West Midlands has the highest rate of fuel poverty (17.9%) followed by Yorkshire and the Humber (16.8%) and London (15.2%). There were seven Local Authorities nationally with a fuel poverty rate above 20% in 2019, of these, four are in the West Midlands and three in London. In the WMCA (3 LEP) area there were 17.9% (305,386) of all households in fuel poverty compared to 13.4% nationally in 2019. For the WM 7 Metropolitan area there were 19.5% (226,416) of all households in fuel poverty. In 2020 energy bills at home increased by 37% putting further pressure on households, however this is likely to be an underestimate as lockdown Wave 1 took place during warm weather.

**Increase in disposable income** - New Gross Domestic Household Income data should be released in May 2021 for 2019. The 2018 data shows GDHI per person was just under £18k: a gap of £3,357 to the UK average. 19.2% of region is in the Top 10% most deprived on this indicator.

**Improve healthy life expectancy** - Pre Covid-19 Healthy life expectancy 2017-19 data shows the WM 7 Met. area was improving (+0.3years from 2016-2018) 59.9 years for males and (+0.9 years) for females to 60.7years. Despite this improvement the gap to national always remained and was 3.0 years worse for males and 2.6 years worse for females. However this may change post Covid with a total of 11,131 registered covid deaths up to 9th April 2021.

**Increase apprenticeships and employment support** - Apprenticeship starts have been impacted by Covid-19: in 2019/20 there were 25,800 which is an 18.7% (-5,940) decrease on the previous year (compared to -18.0% nationally). There were just over 7k intermediate Apprenticeship starts (down by over 4k, minus 37% versus minus 31% England). There were 11,470 advanced Apprenticeship starts (down 2,630, the drop is similar to the England average). There were 6,830 higher Apprenticeship starts (+980 double the percentage increase for the England).

**Reduce number with no qualifications** - Overall, the latest skills data from the Annual Population Survey showed a considerable improvement, however caution should be taken in using these statistics given changes in data collection methodologies and further work is being carried out to look at the data. That said, the number of people with 'No Qualifications' decreased from 290k in 2019 to 224k in 2020. This equates to 68k less people without any qualifications or a decrease of 23% compared to decrease of 16% across the UK. This now means that 8.6% of the working age population have no qualifications against the UK average of 6.6%. To eradicate the gap with the UK average, over 52k of the working age WMCA residents are needed to obtain at least one qualification. The region is the third highest Combined Authority for no qualifications (Liverpool City region 9.2% and North East 8.7% down to 3.7% West of England). The huge impacts on primary and secondary schooling are likely to halt progress – national data suggested that during Covid-19 lockdowns educational activities amongst primary school children fell considerably.

**Increase the numbers with level 3 and 4 qualifications** – as with other skills data there has been considerable improvement. With the Highest levels since records began of people qualified to NVQ4+ and NVQ3. 36.6% of the West Midlands population, which equates to 950k people, are now qualified to NVQ4 + and increase of 10.3% (greater than the UK at 7.2%). For NVQ3 (only) 17.9% of the population, 465k people, are qualified to this level, growth of 8.1% against a UK growth of 0.7%

2.14 **Next Steps** - Partners across the West Midlands will continue to develop policies and projects that tackle the 5 Challenges including:

- Continue to develop the evidence base to monitor changes and deliver a new forecasting model developed by Oxford Economics
- Work collaboratively to develop logic chains for each of the challenges using analysis in the State of the Region report.
- Firm-up the outputs and outcomes associated with each of the Challenges.
- Understand the distinctive spatial and sectoral implications and how this relates to the evolution of institutions.

- Respond to the evolving national agenda (Plan for Growth, Devolution White Paper, and Comprehensive Spending Review etc.)

### **3. Financial Implications**

- 3.1 The approach outlined may have future resource implications depending on the pace and scale of the work. At minimum, existing resource levels will need to be maintained to deliver on the outlined ambitions. Local partners will be consulted on the implications of this as the work evolves and the scale of work is determined.
- 3.2 Establishing a clear, coherent and effective partnership strategy is also a vital foundation for work during 2021 to secure more investment on the region's priorities through the expected Comprehensive Spending Review.

### **4. Legal Implications**

- 4.1 There are no direct legal implications arising from this report. The WMCA's leadership of recovery activity delivers on its statutory power to promote economic development and regeneration. Any specific projects or developments arising as a result of additional funding or initiatives will be considered for their legal implications as required.

### **5. Equalities Implications**

- 5.1 The direction set by the report focuses on 5 major Challenges, each of which contribute to tackling a recovery which is balanced, dealing with the unequal impacts of the pandemic.

### **6. Inclusive Growth Implications**

- 6.1 The direction set by the report focuses on 5 major Challenges, each of which contribute to a sustainable and inclusive recovery.

### **7. Geographical Area of Report's Implications**

- 7.1 This report covers the whole WMCA 3 LEP area (where data allows), more granular and detailed analysis will be found in the supporting evidence documents

### **8. Other Implications**

- 8.1 None

### **9. Schedule of Background Papers**

Appendix 1: State of the Region Report

Appendix 2: Covid '12 months on' Plan on a Page – the 5 challenges

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# EXECUTIVE SUMMARY

**West Midlands Regional Economic Development Institute**  
FOR THE WEST MIDLANDS COMBINED AUTHORITY



UNIVERSITY OF  
BIRMINGHAM

BIRMINGHAM  
BUSINESS  
SCHOOL



Page 113

Research  
England



## About WMREDI

WMCA, along with other regional bodies, are partners in the establishment of the region of WMREDI, led by City-REDI at The University of Birmingham. WMREDI is a catalyst for a step-change in regional collaboration around data, evidence and evaluation. The work of the partnership brings together universities with policymakers to establish a robust approach to decision making in regional and local policy making and to better utilise the wealth of academic knowledge in the region.

Alongside funding from UKRI's Research England and matched funds from the University of Birmingham, we have secured matched funding from the leading regional stakeholders involved in planning and delivering growth policies. This will be a shared collaborative approach to research and evidence in the region; as such all partners can utilise the structure to deliver research and data activities.

Key partners are:

- West Midlands Combined Authority (WMCA)
- Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP)
- The Black Country Consortium Ltd.
- The Coventry and Warwickshire Local Enterprise Partnership (C&WLEP)
- GBS Chamber of Commerce
- West Midlands Growth Company (WMGC)
- Aston University, Birmingham City University (BCU), Coventry University and Wolverhampton University
- All 7 Local Authorities - Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton - in the WMCA area
- The Midlands Engine

With special thanks to the Black Country Consortium Economic Intelligence Unit for their significant contribution to this work



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## Purpose of the Document

Welcome to State of the Region 2021 the fifth annual review of how the region has fared in the last 12 months. This report is written on behalf of the West Midlands Combined Authority, and all its partners by WMREDI. It should be seen as a stocktake of where the region stands, it's a snapshot on how the region is doing and where partners need to work together to improve the region. But this year, as last, it is still produced in extraordinary circumstances and it's a call to action for everyone invested in the West Midlands.

It is a high-level report in comparison to its predecessors due to the wealth of research and supporting reports published throughout the pandemic. As in previous years the report highlights the major challenges facing the region, its citizens and businesses and the challenge facing all bodies charged with improving the wellbeing, economy and environment. It is important to note this report was written in June 2021 and that some of the data included changes on a weekly basis. Latest data will be found in the weekly monitors as circumstances unfold.

This report endeavours to be an honest reflection of the current regional conditions, specifically highlighting the challenges faced in the next 12 months. However, the report is not attempting to suggest what the solutions are or whose responsibility it is to deliver them; this lies within strategies and action plans of all the regional partners, who own and deliver activities in the West Midlands. It is an executive summary as part of a suite of documents which highlights our evidence base and continuing to build our understanding of the performance of the region. There are challenges to understanding this performance and how partners change places for the better, not least understanding the causation and causality between action, output and outcomes. This document provides a balanced approach to regional monitoring and a useful tool to understand the progress the region is making through our combined action.

## Overview of the Region

The West Midlands is one of the largest conurbations outside London. Its central location puts it at the heart of the UK's transport networks and international connections. The region was one of the most prosperous areas of the UK until the 1970/80s, and in the five years prior to 2020 it had been experiencing a resurgence of that power on the back of the growth in the business and professional services sector; technology driven manufacturing and city centre construction growth. A thriving city centre based international business and professional services sector drove high levels of business tourism. The manufacturing base was becoming more productive and the automotive sector was responding to the challenge of a carbon neutral future. The region was characterised by high exports, foreign direct investment and strong international links. It had the biggest higher education cluster outside London. The region broke through the £100bn GVA barrier and now has hit £106.7bn (in 2019) and had been bucking the national trend on a host of economic indicators, such as enterprise and employment growth. All this was powered by a young workforce, increasing its skills and moving to the region. However, alongside this growth there were significant issues with inequality, poverty, youth unemployment, low skills, poor health and school performance.

In the first part of 2020 the economic impact of the Covid-19 pandemic was initially severe. In the second quarter UK GDP fell 20% compared to the previous year, manufacturing PMI hit an all-time low and by May 2020 496,000 people across the 3 LEP area were on furlough, the equivalent of all jobs in Birmingham. Now many sectors have returned and the number furloughed has dramatically reduced to 230k people, predominately in retail, hospitality and cultural sectors. Despite the general stasis felt at the time by the economy through furlough and lockdown, the overall claimant count had nearly doubled overall and was most acute for young people. What is now known is that globally there is a twin track economy: some sectors are largely unaffected and some consumers are still active. By contrast, some sectors are essentially closed and still in stasis - mainly because of the direct impact of lockdown. This is a time like no other, with no recent precedent. The impact of easing lockdown has yet to be fully understood, and what it means in the short-, medium- and longer-term.

Sectors where the region had previously seen growth and expansion were hard hit, such as construction which back in June 2020 was hardest hit but has seen some recovery as the lockdowns have eased. Evidence in the Weekly Economic Impact Monitors that the lockdowns in November 2020 and from January 2021 have had an ongoing sustained impact on the same sectors. The expanding higher education sector in the three cities - Birmingham, Coventry and Wolverhampton - has switched to online and distance learning. This has contributed to leaving cities empty for much of the last year. Our largest employment and GVA sector (professional, businesses and financial services) is still resilient, but has sustained job losses and workers are unlikely to return to the workplace in the same way as in the pre-Covid era. This will have a significant effect on our three city centres, especially Birmingham. The sectors hardest hit through furlough and lockdown (retail, hospitality and tourism) could bounce back providing consumer demand returns and certainty in a future where people feel safe and able to return to the leisure activities they once had. But some workers from these sectors may have looked to employment opportunities in other sectors and others may be less willing than formerly to change employers. The Commonwealth Games will rely heavily on these sectors and demand will increase so it is important that the jobs are protected to ensure the games can be delivered.

Economic forecasts consistently showed through 2020/21 that the West Midlands was to be one of the UK regions hit hardest by the economic crisis, Oxford Economics have produced initial baseline forecasts which show that pre-pandemic levels of employment will not return until 2023 and GVA after a drop back to 97bn in 2020 will not return until 2022. This reflects our industrial and demographic mix, with some local economies among the most vulnerable in the UK in terms of their sectoral composition and health vulnerability. Those same forecasting models also show relatively strong regional growth in 2021, and latest forecasts have been revised up with the success of the vaccine rollout, but this growth depends on assumptions about future market demand and international trade agreements. The stakes are high everywhere, but particularly so in the West Midlands.

The success of the region is vital to the success of the UK, ensuring strong recovery, especially in sectors of national importance such as advanced manufacturing, automotive and the business and

professional services sector, will support the wider growth of the nation. The upcoming Commonwealth Games in 2022 is an opportunity to show the world the resilience and capacity of the people of the West Midlands to bounce back. Hence investment in the jobs and sectors which have been hardest hit in pandemic, but are of greatest importance to the Games is essential to ensure the ongoing strengths in attracting international visitors, importing and exporting which the region has.

However, the region has demonstrated amazing resilience in the face of the pandemic, through business innovation and redesign and adoption of technology, as seen by some of our most successful support programmes which have enabled businesses to adapt, pivot and prosper. Recently there has been very positive signs of recovery, in June the Purchasing Managers Index (PMI) is still at a record high (65.5) for the region, the West Midlands is the second highest region for business activity and future activity index is at 83.6 reaching levels not seen since 2021. There is also a continued increase in vacancies being advertised and manufacturing has rebounded. The pandemic has also highlighted the role, importance and response of the social economy, through a galvanised voluntary and community sector addressing key issues such as food poverty, mental health and community support.

There is also an emerging trend towards 'north shoring'. This can be seen in large relocations and expansions such as Goldman Sachs announcing setting up an office in Birmingham and moves of Civil Service jobs to the region. Investments are holding up and the housing market is growing, especially at the top end. But these are not mirrored at the bottom of the market in the rented sector, and data suggests that the risks of homelessness are growing.

In severe shock regional partners cannot forget the commitment to creating a greener and fairer city-region. Tackling these issues remains a challenge, which has become more pressing as impacts of the pandemic has hit those most vulnerable in society, notably our young, and diverse community. What is known about previous recessions and shocks is when the focus shifts to recovery some people and places need more support. Our progress towards environmental improvement could also suffer as behaviours change and alter energy consumption, transport usage and ability to invest in new green approaches, but initiatives in the region are pushing the green agenda to the forefront, and regional partners have been activity pursuing a future mobility strategy embracing green credentials and this is becoming more important going forward.

However, our economic performance over the last ten years since the last recession should give us confidence that with appropriate support, the region can return to growth rapidly. Since the announcement of the government's roadmap out of lockdown business confidence and positive perceptions have returned. But the twin track economy also means the risk of a twin track recovery for the people of the region and the widening inequalities the region has experienced under pandemic conditions could lead to an even greater divide in the future unless these issues are tackled head on.

As a region, we are in a unique situation, in that the Commonwealth Games is ahead of us, which can be used to drive action and to tackle the issues in the hardest hit sectors, and demonstrate what the region has to offer post pandemic.

Rebecca Riley  
Head of Research and Office for Data analytics  
WMCA

## The Current Challenges Facing the Region

Over the past year partners have mobilised plans and programmes to address the challenges from the pandemic and end of the transition period associated with the UK leaving the EU. This is a fast-moving environment and the region's shared plans and priorities have reflected this. They were developed to meet a need, and establish a common understanding, signal our investment opportunities and understand the experiences of citizens in the West Midlands. The research and work carried out over the last 12 months highlights a number of issues in aiming for a stronger region.

The developing plans and interventions in the region have been shaped by the monitoring and impact assessment carried out by the WMREDI partners and through key research outputs summarised in this document for the next 12 months. Five key challenges have emerged from the evidence which will shape future strategic activities across partners and were agreed through the WMCA Board. In the next few years it will be vital to support people into jobs, and for businesses to recover. Therefore, our outputs and outcomes in the short-term have been adapted to respond to this crisis. However, our long-term goals are still aligned to understanding our performance against the United Nations Strategic Development Goals and our evidence continues to be aligned and monitored against these long-term aims.

To monitor progress, a small number of provisional outcome indicators<sup>1</sup> have been prioritised to understand and monitor progress. Underneath these outcome indicators<sup>2</sup> there sits a wealth of research and monitoring that allows us to understand the change and drivers underpinning them in detail. Alongside this are suggested (not exhaustive) outputs which can contribute to the delivery of change in the outcomes and can be used by regional partners to understand their contribution to addressing the challenges.

Figure 1 Challenges, outcomes and potential outputs

Challenge	Provisional Outcome indicators	Potential Output indicators, number of:
<b>1. Delivering Good Jobs</b>	<ul style="list-style-type: none"> <li>Total jobs in the economy</li> <li>Survival rates of businesses</li> <li>Start-up rates of businesses</li> </ul>	<ul style="list-style-type: none"> <li>jobs created/safeguarded by sector</li> <li>businesses started</li> <li>businesses assisted to grow and innovate</li> <li>public transport trips to employment centres</li> <li>FDI projects and jobs</li> </ul>
<b>2. Supporting Thriving Places and Communities</b>	<ul style="list-style-type: none"> <li>Total affordable housing</li> <li>Visitor numbers</li> </ul>	<ul style="list-style-type: none"> <li>new dwellings built</li> <li>land remediated</li> <li>commercial, high street and community buildings improved or renovated</li> <li>visitors</li> </ul>
<b>3. Embedding our Green Ambitions</b>	<ul style="list-style-type: none"> <li>Renewable energy</li> <li>Households living in fuel poverty</li> </ul>	<ul style="list-style-type: none"> <li>reskilling or employment opportunities created in green technology and construction</li> <li>take up of energy efficiency programmes</li> <li>households with improved energy consumption classification</li> <li>businesses supported to be energy efficient</li> </ul>
<b>4. Tackling Inequality and Levelling-up</b>	<ul style="list-style-type: none"> <li>Increase in disposable household income</li> <li>Improved healthy life expectancy</li> </ul>	<ul style="list-style-type: none"> <li>jobs in knowledge occupations</li> <li>people benefiting from health initiatives</li> <li>entrepreneurs supported to be enterprise ready</li> <li>jobs in foundational sectors achieving living wage</li> </ul>
<b>5. Preventing a Lost Generation</b>	<ul style="list-style-type: none"> <li>Increase in apprenticeships and employment support</li> <li>Reduce the number with no qualifications</li> <li>Level 3 and 4 qualifications</li> </ul>	<ul style="list-style-type: none"> <li>apprenticeships</li> <li>people improving digital skills at all levels</li> <li>adult education places completed</li> <li>training, work experience and employment support opportunities at all levels</li> </ul>

<sup>1</sup> [Measuring Success](#) Riley 2018

<sup>2</sup> N.B. GVA is not included as there is significant volatility and revision occurring in the data alongside the lag making the data inconsistent for outcome monitoring in the immediate term. Delayed publication this year has also affected the ability to track or monitor the indicator. Feed in data to the measure such as salaries will also continue to be affected by government support still being implemented.

## How the region has performed: The Current Challenges

In the following sections the report compares provisional regional outcome metrics to last year against the challenges identified by regional partners. All these indicators have been considerably impacted through the pandemic, although most had been improving over the last five years, this last year has taken away a lot of the gains achieved. Over the next 12 months, therefore, it is important to monitor these indicators to ensure they rebound and do not signal a return to long term structural issues. On the left-hand side is the performance last year and on the right-hand side is performance this year. If the indicator below is green it indicates improvement and above the national average, orange indicates improvement but below the national average, and red indicates a decline in performance.

1. Delivering good jobs	2. Supporting Thriving Places and Communities	3. Embedding our Green Ambitions	4. Tackling Inequality and Levelling-up	5. Preventing a Lost Generation
<p><b>Total Jobs</b></p>  <p>Jobs were increasing but slower than England, and the labour market was tight with low unemployment. WM has lost over 100k jobs and still have 250k workers on furlough. People will have been out of work for a significant time, especially those needed for the Games.</p>	<p><b>Affordable housing</b></p>  <p>The region is building houses at a good rate, but house prices continue to rise through the pandemic. There was nearly a 7% decrease in affordable housing and a 17% decrease in affordable rented homes due to price rises and demand. Evidence suggests that many people are nearing eviction due to covid impacts of reduced income</p>	<p><b>Renewable energy</b></p>  <p>The region is a net importer of energy, due to lack of natural assets for renewables which accounts for only 4.7% generated in the area. So the investment in infrastructure, energy saving and reducing demand are all key. This requires investment in skills, businesses and homes to change and adapt as energy prices rise</p>	<p><b>Household income</b></p>  <p>Disposable household income per person has continued to rise and was £17.7k up by 4.6% in 2018. A gap of £3.3k on the UK average. But nearly 20% of the region is in the top 10% most deprived. For a significant part of the year people were on furlough at 80% of their wages. Low wage jobs are also most at risk with the least qualified or resilient employees.</p>	<p><b>Apprenticeships</b></p>  <p>Prior to covid there was a strong apprenticeship performance at 32k, growing faster than England at +8.7%. Last year this dropped to -19% as businesses couldn't take young people on. However the region has double the England starts for higher apprenticeships. Suggesting high skills are still in demand and businesses are holding off on lower skills</p>
<p><b>Business start up and survival</b></p>  <p>Continue to have a strong start up rate at 67 per 10,000 population but they are the most vulnerable to shocks. 45% of businesses survive for 3 years and 42% for 5 years this was improving but still behind the UK. But in the last 12 months the insolvency ratio has grown to 1 in 173 the 4<sup>th</sup> highest regional rate. Although churn is a positive aspect of business innovation, low survival can lead to fewer companies growing beyond SME.</p>	<p><b>Visitor numbers</b></p>  <p>Visitor numbers were growing steadily, with £13bn in 2019, with recreation seeing the £43m. The region relies heavily on business tourism which has stopped and the room occupancy in April 2020 was 17% and 43% in August. The long term change is business travel post covid may be of major impact</p>	<p><b>Fuel poverty</b></p>  <p>Although the West Midlands region was improving it has the highest rate of fuel poverty at 17.9%. 4 of the highest rate of fuel poverty (over 20%) were Local Authorities in the region. In the 3 LEP area 20% of households are living in fuel poverty. During the pandemic energy prices last year increased by 37% nationally, and are predicted to rise</p>	<p><b>Healthy life expectancy</b></p>  <p>Pre-covid healthy life expectancy was improving, with men at 59.9 and woman at 60.7 but despite this, the gap remains with the national average. However this may change with over 11k deaths from covid, unknown effects of long covid and other delays to treatment and mental health effects</p>	<p><b>No qualifications and levels 3/4</b></p>  <p>Qualification levels have been improving in the region across the board, with the highest levels of level 3 (17.9%) and 4 (36.6%) since records began. 8.6%, 220k people have no qualifications. In the last 12 months pupils and students have borne the brunt of impacts, with educational activities for primary children falling by a quarter to only 4.5 hrs, this will have a long term impact.</p>

1. **Total jobs in the economy** - The total number of jobs had increased to 1.87m in 2019, although the increase from 2018 was at a slower rate when compared to England (+0.5% vs +1.4%). However, the latest provisional figures show that by the end of May 2021 there were 230k workers furloughed – representing a take up rate of 13.4%, although this is significantly less than at the height of furlough it is still significant. This is a situation where the region went into the pandemic with a tight labour market, high immigration which was being hit by EU exit, and where skills were scarce, and employment rates were historically high. Now there is significantly increased unemployment in sectors which are closed, and people are in a position of switching sectors, trapped by furlough or having been out of the labour market for a significant amount of time. This will create skills and labour availability issues in the sectors hardest hit and affect their ability to recover and find skilled staff.

2. **Survival rates of businesses** - In terms of business survival, 42% of enterprises in the WMCA area were still active after five years and the WMCA rate was 0.2pp higher compared to +0.1pp for the UK. Of the 28k enterprise births in 2016 in the WMCA (3 LEP) area, 45% were still active after three years compared to 52% for the UK. Hence business survival still continues to be a concern, due to the comparison with the high start-up, although should be balanced with churn in business being a positive sign of a healthy business base.
3. **Start-up-rates** – We have consistently had strong start-up in the region, with strong one year enterprise births growth to 2019 (+16.4% versus 5.4% at the UK level) and the highest number of enterprise births recorded. This equates to 67 enterprise births per 10,000 population compared to 58 at the UK level. But newly formed businesses and the self-employed are particularly vulnerable to the pandemic, as start-ups have less cash reserves, less established clients and more at risk to continued economic shock and 34% of all small business owners have increased levels of debt.
4. **Affordable housing** - Data for 2019/20 shows that there was a net increase of 3,562 additional affordable dwellings in the WMCA area, but the growth in new affordable dwellings decreased by 7% from 2018/19. Similar patterns can be seen for additional affordable rented dwellings where there were 1,612, a decrease of 18% (-348). 7.6 million households in England had at least one major housing problem relating to overcrowding, affordability or poor-quality housing. As noted above the low-end rental and sales markets are struggling now, and data is showing a high risk of homelessness. This is against a backdrop where the region has seen significant housing growth, with a total dwelling stock rising by 16,615 in 2019 in the 3 LEP area, the highest yearly growth in the last 8 years.
5. **Visitor numbers** - Prior to Covid-19 the visitor economy was worth a record £13.1 billion in 2019, up 3.6% on the previous year. The recreation sector (including tourism activities such as visits to attractions/ arts and culture venues) had experienced the highest growth – up by £43 million. 47% of spending was on shopping, 19% on food and drink, 13% on recreation activities, 12% on transport and 9% on accommodation. With nearly 134 million visitors in 2019, there was an increase of 2.5million visitors on 2018. This represents a 2% increase over the last 12 months. Occupancy levels in every English region declined sharply at the start of the pandemic, with room occupancy in the West Midlands at just 17% of available rooms in open accommodation businesses in April 2020, compared with 71% the previous year
6. **Renewable energy** – In 2019 the WMCA area generated 753,361 MWh of renewable energy. This increased by 2.3% in the WMCA area compared to an increase of 9.7% UK wide since 2018. The WMCA renewable energy generation in 2020 consisted of photovoltaics (51.2%), onshore wind (0.9%), hydro (0.05%), anaerobic digestion (11.8%), sewage gas (9.9%), landfill gas (21.6%), municipal solid waste (2.9% and plant biomass (1.6%). When taking in to account energy consumption in the WMCA area, this equates to a 4.7% total renewable generation rate compared to an England wide of 25.3%. The region is a net importer of energy due to lack of natural assets for renewables. Therefore longer term supply infrastructure investment and energy reduction is key (but currently no measures for this)
7. **Households living in fuel poverty** - The West Midlands has the highest rate of fuel poverty (17.9%) followed by Yorkshire and the Humber (16.8%) and London (15.2%). There were seven Local Authorities nationally with a fuel poverty rate above 20% in 2019, of these, four are in the West Midlands and three in London. In the WMCA (3 LEP) area there were 17.9% (305,386) of all households in fuel poverty compared to 13.4% nationally in 2019. For the WM 7 Metropolitan area there were 19.5% (226,416) of all households in fuel poverty. In 2020 energy bills at home increased by 37% putting further pressure on households, however this is likely to be an underestimate as lockdown Wave 1 took place during warm weather.
8. **Increase in disposable income** - New Gross Domestic Household Income data should be released in May 2021 for 2019. The 2018 data shows GDHI per person was just under £18k: a gap of £3,357 to the UK average. 19.2% of region is in the Top 10% most deprived on this indicator.

9. **Improve healthy life expectancy** - Pre Covid-19 Healthy life expectancy 2017-19 data shows the WM 7 Met. area was improving (+0.3years from 2016-2018) 59.9 years for males and (+0.9 years) for females to 60.7years. Despite this improvement the gap to national always remained and was 3.0 years worse for males and 2.6 years worse for females. However this may change post Covid with a total of 11,131 registered covid deaths up to 9<sup>th</sup> April 2021
10. **Increase apprenticeships and employment support** - Apprenticeship starts have been impacted by Covid-19: in 2019/20 there were 25,800 which is an 18.7% (-5,940) decrease on the previous year (compared to -18.0% nationally). There were just over 7k intermediate Apprenticeship starts (down by over 4k, minus 37% versus minus 31% England). There were 11,470 advanced Apprenticeship starts (down 2,630, the drop is similar to the England average). There were 6,830 higher Apprenticeship starts (+980 double the percentage increase for the England).
11. **Reduce number with no qualifications** - Overall, the latest skills data from the Annual Population Survey showed a considerable improvement, however caution should be taken in using these statistics given changes in data collection methodologies and further work is being carried out to look at the data. That said, the number of people with 'No Qualifications' decreased from 290k in 2019 to 224k in 2020. This equates to 68k less people without any qualifications or a decrease of 23% compared to decrease of 16% across the UK. This now means that 8.6% of the working age population have no qualifications against the UK average of 6.6%. To eradicate the gap with the UK average, over 52k of the working age WMCA residents are needed to obtain at least one qualification. The region is the third highest Combined Authority for no qualifications (Liverpool City region 9.2% and North East 8.7% down to 3.7% West of England). The huge impacts on primary and secondary schooling are likely to halt progress – national data suggested that during Covid-19 lockdowns educational activities amongst primary school children fell considerably.
12. **Increase the numbers with level 3 and 4 qualifications** – as with other skills data there has been considerable improvement. With the Highest levels since records began of people qualified to NVQ4+ and NVQ3. 36.6% of the West Midlands population, which equates to 950k people, are now qualified to NVQ4 + and increase of 10.3% (greater than the UK at 7.2%). For NVQ3 (only) 17.9% of the population, 465k people, are qualified to this level, growth of 8.1% against a UK growth of 0.7%

## Achieving Long Term Sustainable Outcomes

Last year the State of the Region Report aligned the evidence against the Sustainable Development Goals (SDGs) and this has been developed further bringing evidence for the SDGs together under broad these themes have been developed on the back of the rationale and outcomes work as part of logic chain development in the region. This approach provides high level linkages between the issues and the outcomes the region may want to deliver on in the future.

Issues addressed by the SDGs are long term and structural issues. On many of the economic indicators recently the region was seeing improvement and had been performing well against other regions. However as highlighted in previous State of the Region Reports, and is often the case, this growth in the economy was creating greater inequality, which has been a considerable weakness in the last 12 months.

These longer-term objectives linked to the SDGs, provides a framework for tackling-long term change.



Red Amber Green (RAG) ratings have been applied to indicators, with most following a general rule based on change over 12 months and in comparison to the national change (although, there are grey indicators which show there has been no new data released since State of the Region 2020 – for example school data due to COVID-19 - this has not been released at a local level). There are select few indicators where other considerations are taken into account which are also explained below.

Red indicators illustrates a decline in performance over a 12 month period (fuel poverty has been rated red due to a change in methodology and no previous comparisons available and is significantly above the England average).

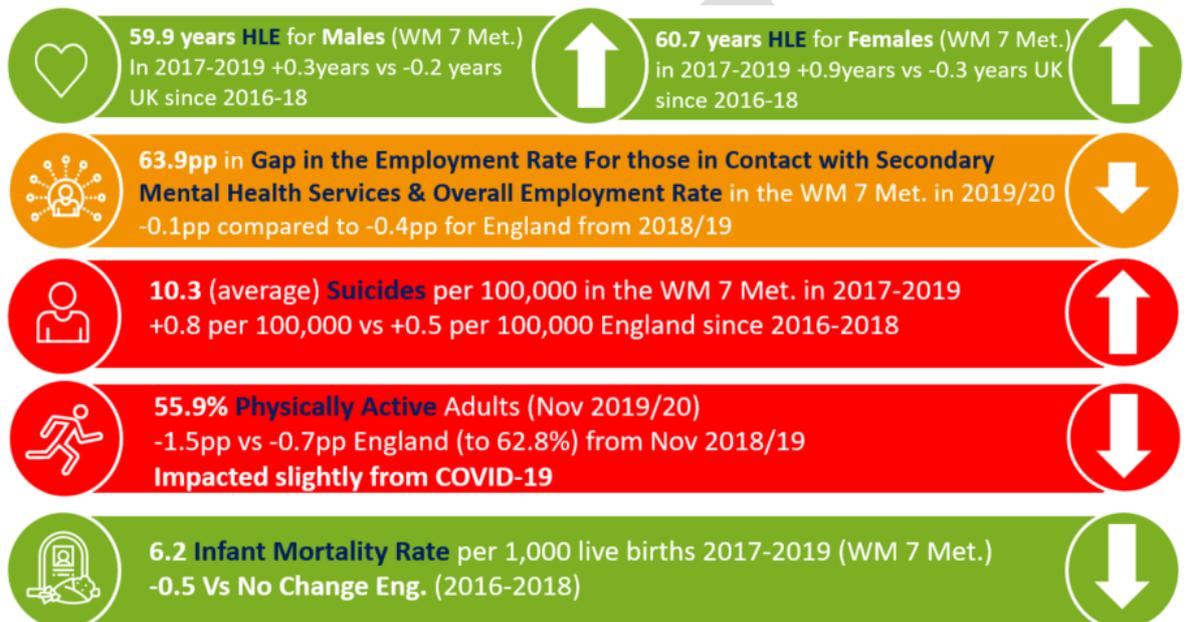
Amber indicators illustrate no change, or improvement in the right direction which is less than the national average (due to availability of data - claimants has been selected as amber due to the April – March 2021 monthly change, NVQ1 qualifications even though they have declined it can be seen as positive that they have moved to higher qualifications, house price to income ratio can also be perceived in negative or positive light. Also, amber has been selected when there is no comparison to the UK for change or for the tree cover indicator the proportions have been used- along with a dash opposed to arrows).

Green Indicators illustrate an improvement in performance and change greater than the UK average change over a 12 month period (visitor economy is green as it was record high numbers for the area).

## Good Health and Wellbeing – Happier, healthier Society

The pandemic has highlighted the West Midlands' relatively poor health outcomes. The major challenge is to drive greater physical activity and ensure research and commercial strengths in data driven healthcare and life sciences result in improvements in population health. **A healthier West Midlands, increasing life expectancy and tackling health inequalities is key to recovery and a happier West Midlands, improving mental health and driving inclusion for all our communities**

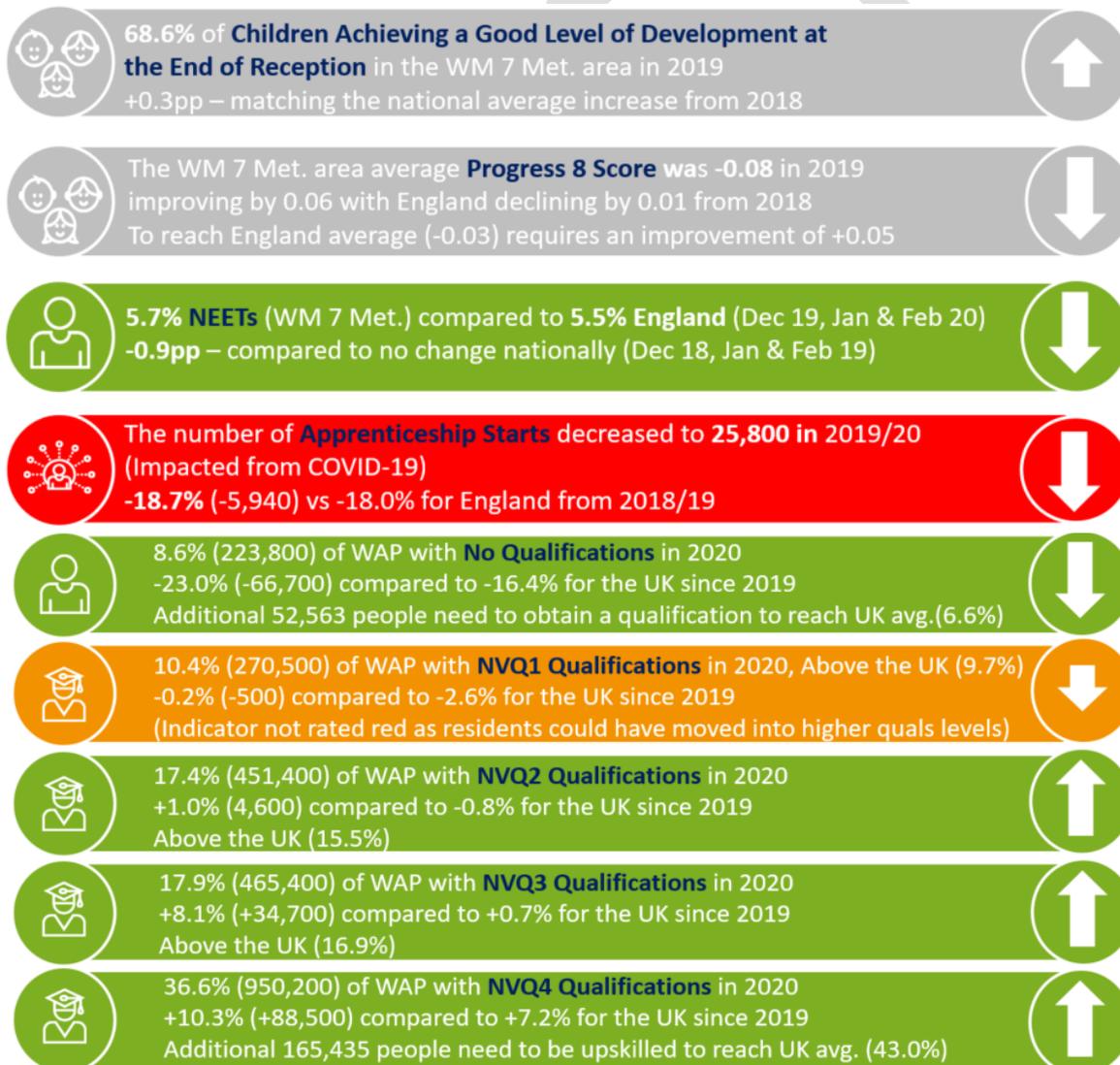
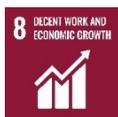
### Key evidence – Health and Wellbeing

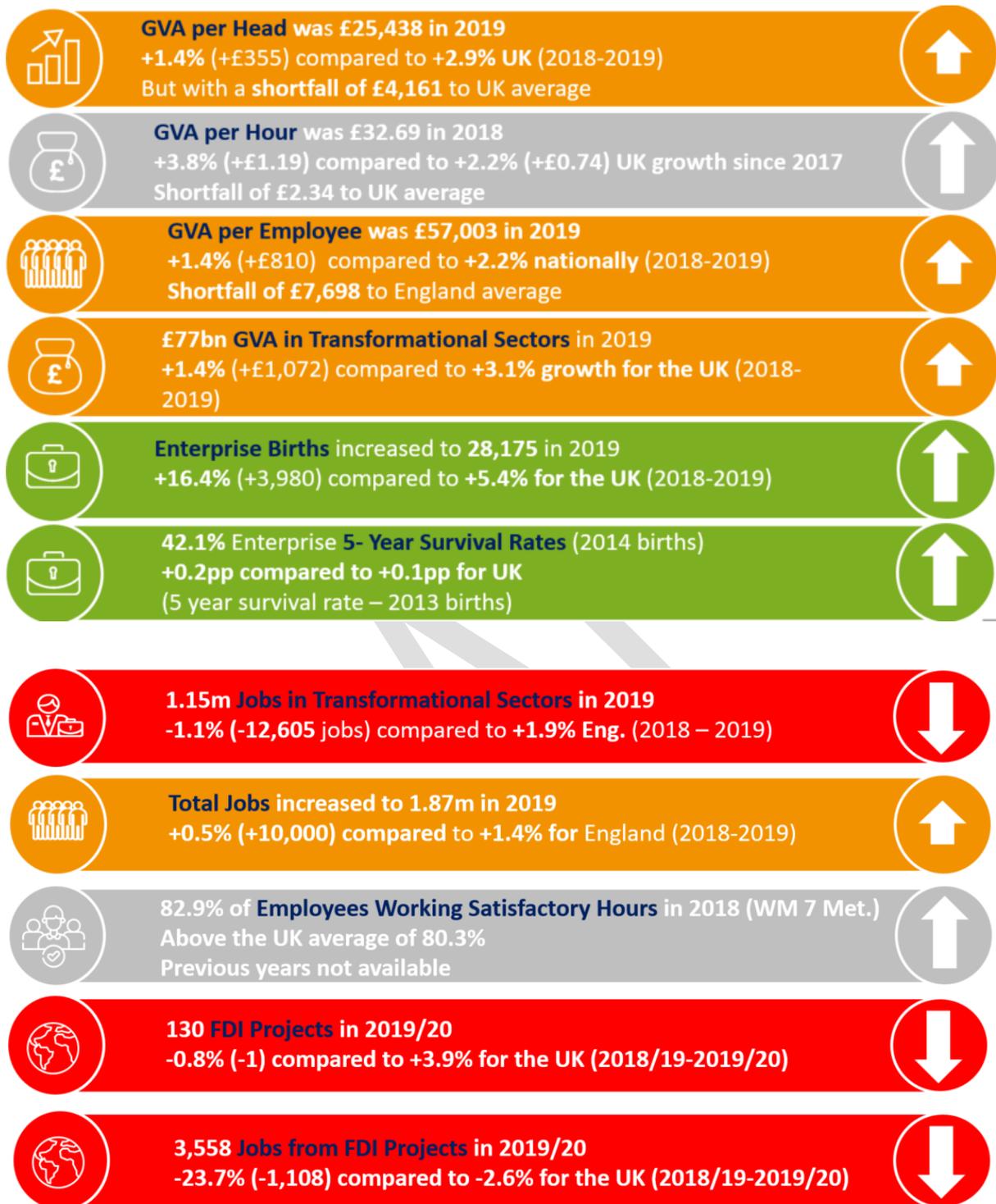


## Decent Work and Economic Growth – Prosperous Society

Decent work improves wellbeing as well as providing income. The pandemic has also demonstrated the importance of jobs in the foundational economy – essential shop-workers, carers, and logistics and utilities workers. The region had underlying issues with people unable to access good employment because of their lack of qualifications, but prior to the pandemic demand for labour had been strong. The pandemic has dramatically reduced that demand, particularly in hospitality, retail and culture, which employ high numbers of young people. There is also evidence about long-term scarring that can come from un- or under-employment. The major challenges are stimulating demand for labour and ensuring everyone has the support to develop their skills and find secure work. **Emerging from pandemic we want a more prosperous West Midlands, where everyone can contribute to and benefit from a globally competitive regional economy**

### Key evidence – decent work and economic growth

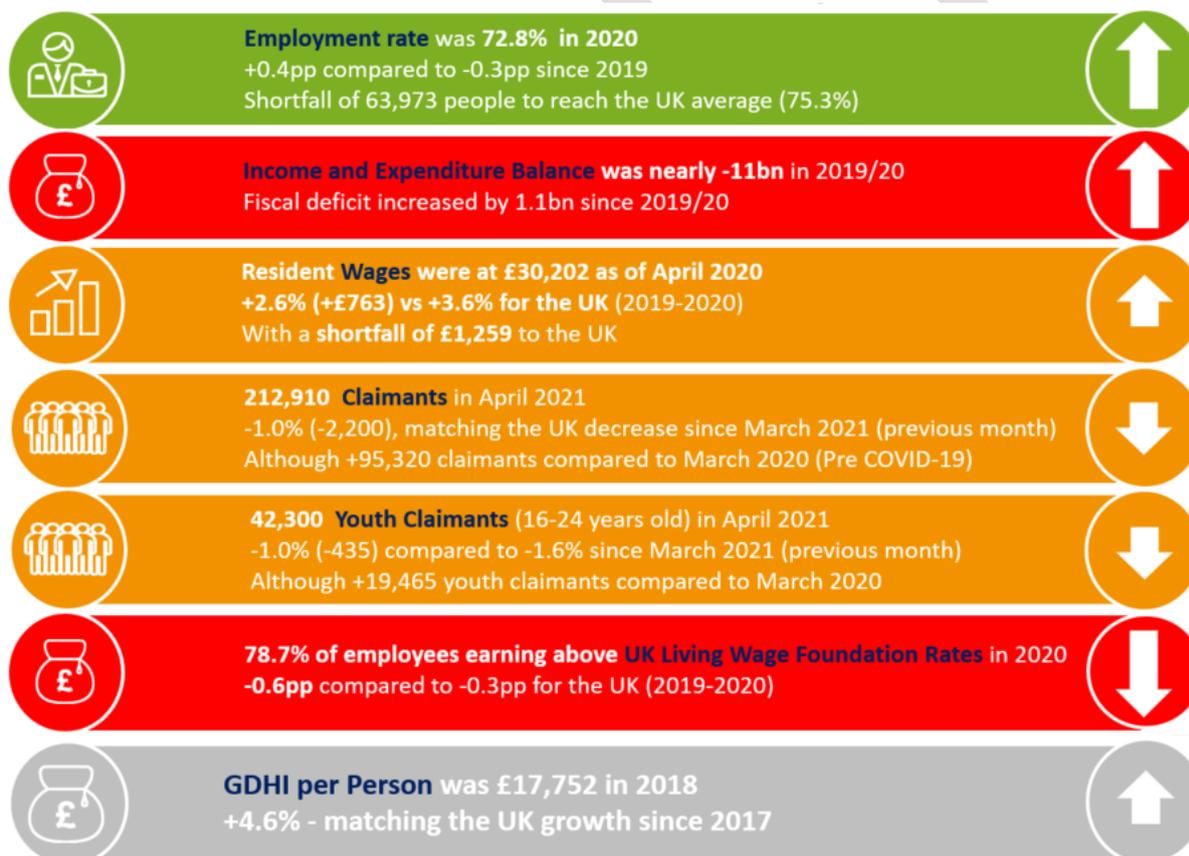




## Reduced Inequalities – Fairer society

The pandemic has highlighted significant inequalities across national and regional economies. Whether about the nature of work and households' financial resilience, or access to digital infrastructure and safe housing conditions, the region's civic and business leaders aim for a recovery that is inclusive and works for everyone, across all the region's towns, cities and rural areas. The major challenge is being able to target support effectively and understand the distributional benefits as outcomes are levelled-up across the West Midlands and the UK. Research carried out this year<sup>3</sup> has shown that the voluntary and community sector is vital to on the ground knowledge and to reach the marginalised and demand will increase and there is a need to recognise and utilise the sector's role. **Aiming for a fairer West Midlands, where we support marginalised and vulnerable groups**

### Key evidence – reduced inequalities



<sup>3</sup> Innovation and Enterprise in the Social Economy in the West Midlands, (Rees et al) 2020



**Wage Gap Between Males and Females:** on average full-time male workers earn £33,090 compared to females at £25,899 in WMCA (3 LEP) area in 2020. The gap has reduced by 9.3% vs -2.8% for the UK since 2019



**Employment Rates Between Males and Females:** 76.5% for males compared to 69.2% for females in 2020 (WMCA (3 LEP)) The gap has reduced by 3.8pp compared to -1.5pp for the UK since 2019



19.2% of people in top 10% **Most Deprived Areas** in 2019 +0.3pp compared to 2015



**Social Mobility Index** – Lowest Rank: 307, Highest Rank: 48 (2018)



8.7 years **Health Inequality Gap Between Most and Least Deprived** in the WM 7 Met. area for Males (2017-2019) -0.1 years from 2016-18



7.1 years **Health Inequality Gap Between Most and Least Deprived** in the WM 7 Met. area for Females (2017-19) -1.4 years from 2016-18



**7.16 Median House Price to Median Gross Annual Residence- Based Earnings** in 2020, -0.06 compared to -0.05 nationally since 2019 (rated amber as negative or positive change depends on place or person view)



**Employment Rates by Ethnic Group:** 49.9% for Pakistanis/Bangladeshis to 77.8% for Indians in 2020 (WMCA 3 LEP). Gap has increased by 1.4pp compared to 0.4pp for the UK since 2019

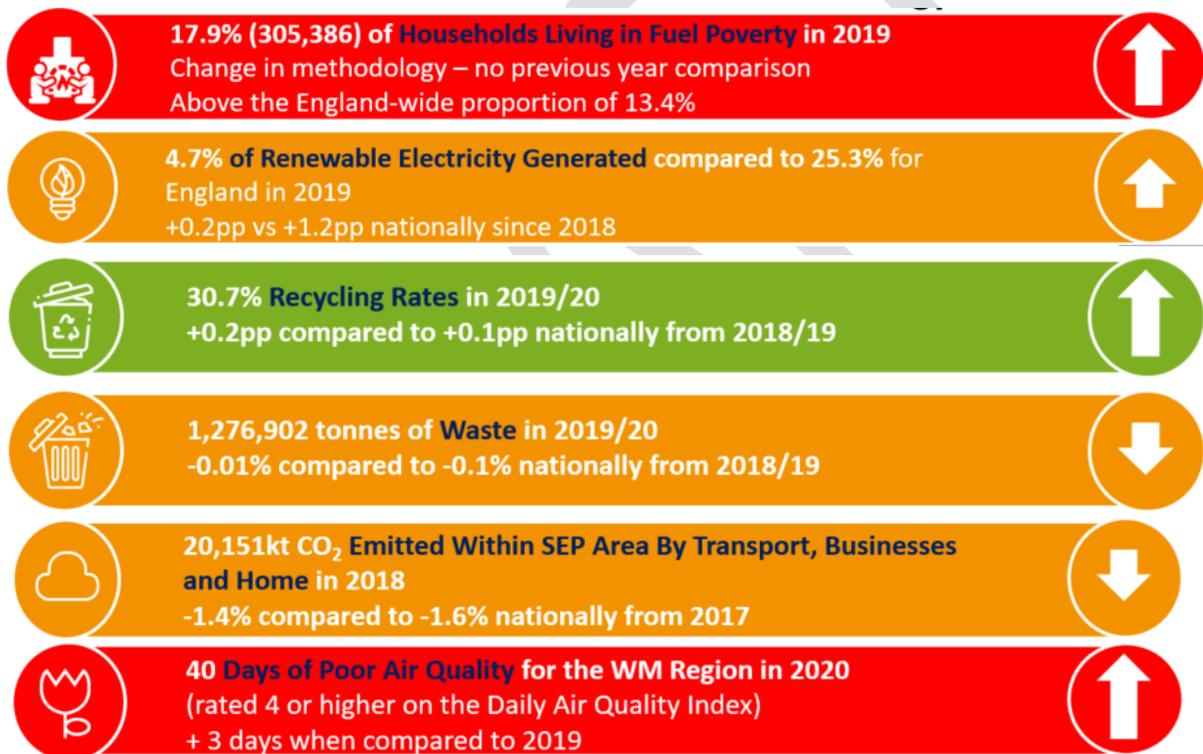


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## Clean & Affordable energy - Greener Society

People have valued a cleaner environment and better air quality. #WM2041 sets out both the scale of the challenge and the opportunity, with new technology and the need for safe, secure energy creating demand for new forms of mobility and electrification. The West Midlands has major innovation assets in energy and electric vehicle manufacturing providing jobs in one of our biggest sectors, along with potential for large scale retrofit programmes to improve the efficiency of the region's housing stock. **We are looking to create a greener West Midlands, where we reduce carbon emissions to address the climate crisis**

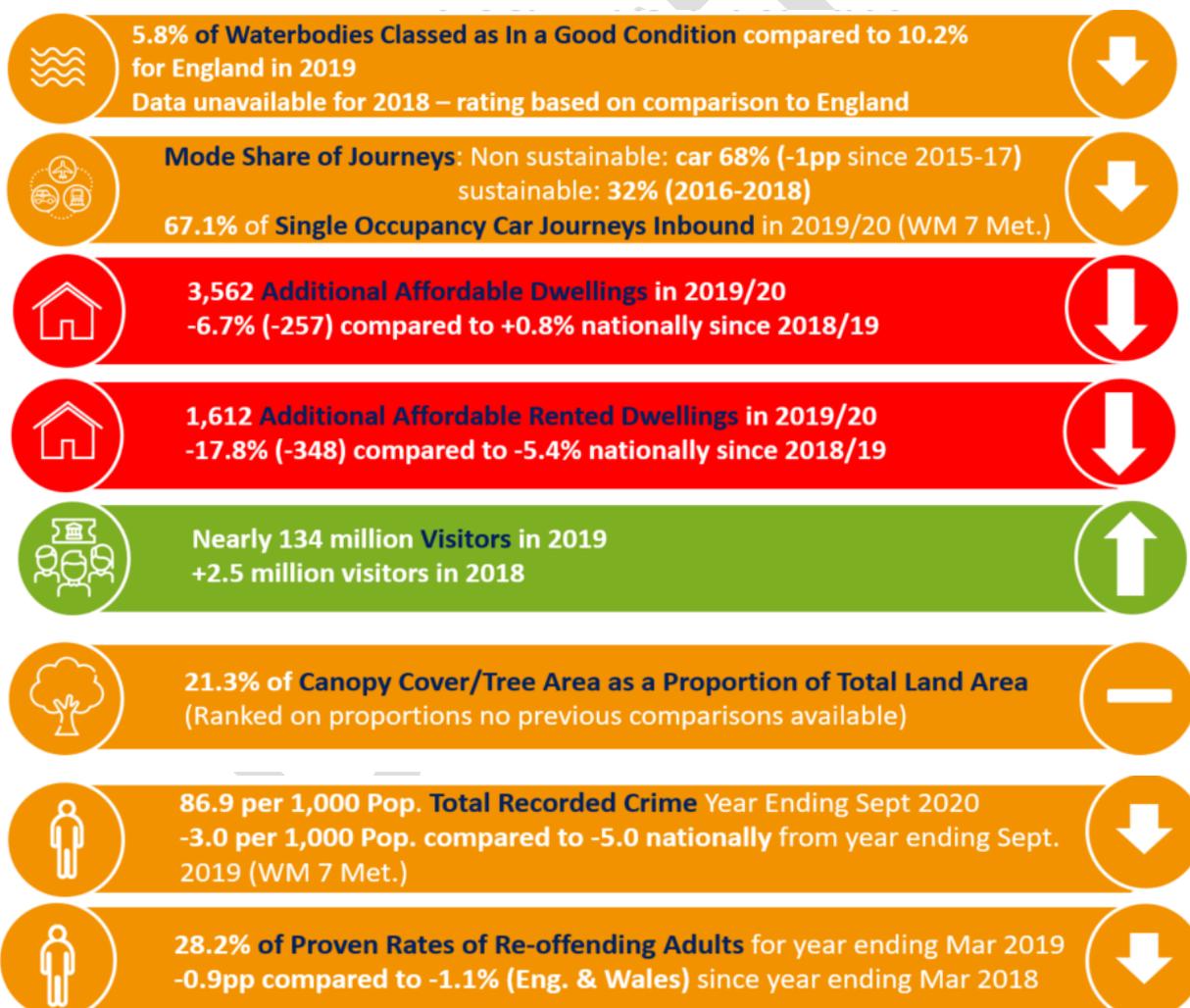
### Key evidence – Clean and affordable energy



## Sustainable communities – Strong Communities

Less commuting and more homeworking have meant people spend more time in their neighbourhoods, which has illustrated the importance of strong local businesses and community infrastructure, like parks and high streets, to communities. The major challenge is to understand the long-term implications of these changing commercial and societal trends and help towns, cities and rural areas adapt. **A better-connected West Midlands, where transport connects all communities to opportunities**

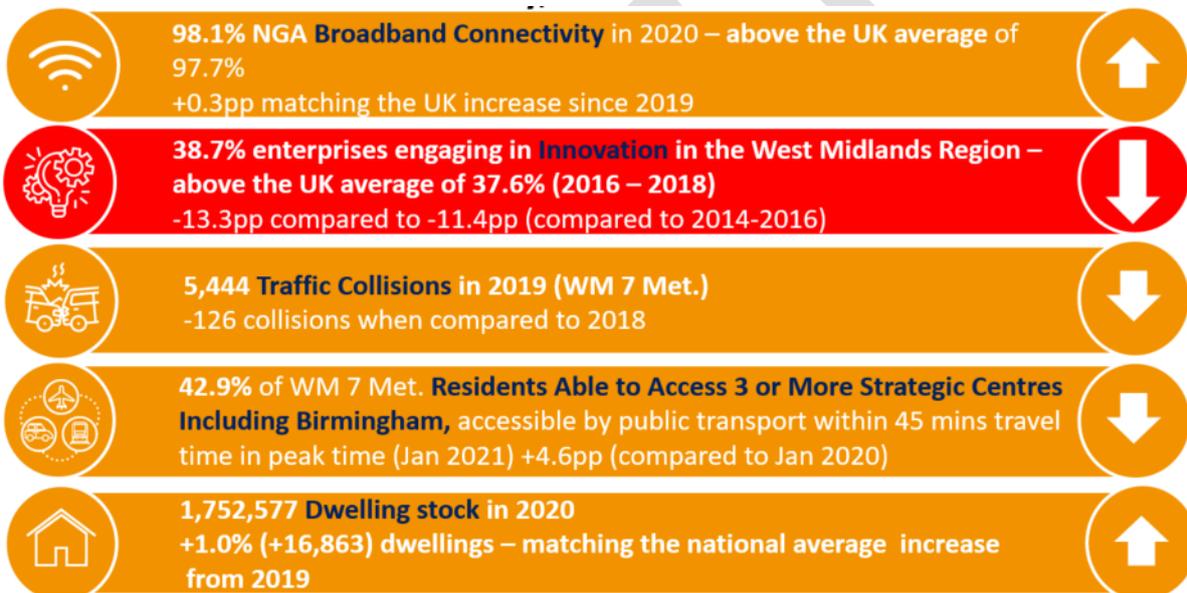
### Key evidence – Sustainable communities



## Industry, innovation & Infrastructure – Strong Assets

The sectoral assessments highlight the region's distinctive strengths, but they can act as breaks as well as catalysts of growth. Experience from previous recoveries shows that our main tradeable assets can boost a quick recovery, so it is vital they are protected. The region's universities are at risk. This is important as they help drive innovation, high-level skills and business investment in R&D. HS2, the Commonwealth Games and the City of Culture are distinctive strengths that provide the West Midlands with a global platform. The major policy challenge is to mitigate harm to key sectors while ensuring that local people benefit from game-changing investments.

### Key evidence – Industry Innovation and Infrastructure



## Next steps in the strategy and evidence development

This report complements previous work on the 5 Regional Challenges approved by the CA Board in March 2021. Partners across the West Midlands will work together to continue to develop policies and projects that tackle the 5 Challenges including:

- Continue to develop the evidence base to monitor changes and deliver a new forecasting model developed by Oxford Economics
- Work collaboratively to develop logic chains for each of the challenges using analysis in the State of the Region report.
- Firm-up the outputs and outcomes associated with each of the Challenges.
- Understand the distinctive spatial and sectoral implications and how this relates to the evolution of institutions.
- Respond to the evolving national agenda (Plan for Growth, Devolution White Paper, and Comprehensive Spending Review etc.)

The State of the Region report provides the evidence that will underpin this approach, as the foundation for a rationale for intervention. It is important to differentiate between the evidence for challenges and opportunities in the region versus the plans to address or accelerate these issues. The evidence base sets out the current and ongoing challenges being faced due to the pandemic and EU Exit in the immediate future. It also aims to set out the longer-term regional performance against wider structural goals, as set out in previous State of the Region Reports. Any opportunities/ challenges or asks of sectors can continue to be monitored as will other impacts and changes in the wider economy, society and environment.

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## Further evidence

This report summarises the evidence base collated throughout the year, it specifically references and uses the [WMREDI Weekly monitors March 2020 to May 2021](#).

To date there are 53 monitors published which have helped shape and inform the understanding and discussion in this report

Further evidence and commentary can be found in:

- State of the Region - Full Summary Report 2021 (awaiting publication)
- Performance against Sustainable Development Goals 2021
- [Health of the Region 2021](#)
- [Skills Advisory Panel Local Skills Report and Evidence Report 2021](#)
- Logic chains exemplars (awaiting publication)
- Income Inequality Report and Dashboard 2021 (awaiting publication)
- Outcome Measures Monitoring Report 2021 (awaiting publication)
- Megatrends and Cities Report 2021 (awaiting publication)
- Sectoral Impact Report 2021 (awaiting publication)
- Innovation in the WM 2021 (awaiting publication)
- Business Support Review (awaiting publication)
- [MIT REAP Evidence Report and Dashboard 2020](#)
- [WM2041 Strategy](#)
- [Local Industrial Strategy Evidence 2019](#)
- [GBSLEP Sector Plan](#)
- [GBSLEP – Annual Report](#).
- [Delivery Plan 2020-21 \(gbslep.co.uk\)](#)
- [Black Country LEP Sector Plan](#)
- [Coventry and Warwickshire LEP Sector Action Plan](#)
- [Recharge the West Midlands](#)
- [WM Digital Roadmap](#)
- [Employment support framework](#)
- [Levelling-up community recovery plan](#)
- [State of the Region 2020](#)
- [Innovation and Enterprise in the Social Economy in the West Midlands 2020](#)
- [Travel Trends](#)

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# RESETTING THE REGION

Our strong history of collaboration has powered our pandemic response.

## We have:



- adapted existed plans and programmes and transforming the region's public transport system to be Covid-safe



- set up a rapid recruitment team to find suitable candidates for industries in critical need of extra staff, such as supermarkets, care homes, hospitals and other essential services.



- set up new groups and taskforces. Our economic impact group was convened on 4 March 2020 and meets every week to understand the impact on the regional economy, pinpoint gaps for emergency support and drive economy recovery.



- researched to understand peoples' experiences - we convened 36 people in a representative citizens panel to set their priorities for region. Academics, business leaders and partners examined how new megatrends will affect the West Midlands' recovery.



- used evidence to develop and guide our decision making

We came together as a region to set up new programmes, address gaps in support, lobby government and allocate funds to support our communities. Now we need to strengthen this partnership work as we face the future.

We know we need to rethink and reset the way we think and work together across the region to deliver fundamental change – doing things differently and innovating when it's needed so that we can tackle the challenges we're facing. These challenges include the need to:



## Deliver good jobs

- 164,000 fewer jobs in September 2020 compared to September 2019.
- Furloughed workers rose to 620k (July) down to 142k (Oct)



## Support thriving places and communities

- Footfall in Birmingham city centre had only recovered to 31% of its pre-pandemic levels by early December with expenditure at 17% - the lowest of any city in the UK



## Embed our green ambitions

Stay within a cumulative carbon dioxide emissions budget of 74.1 MtCO2 for the period of 2020 to 2100. At 2016 CO2 emission levels, the budget would be used within six years



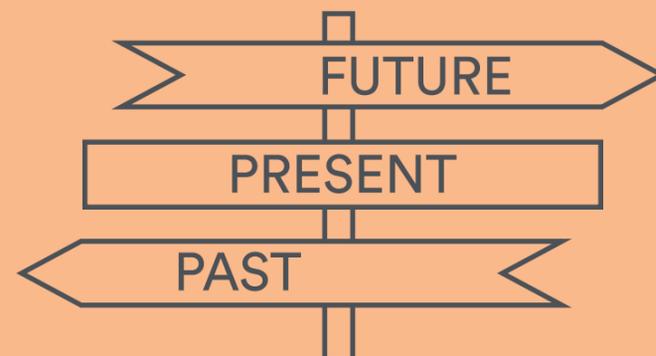
## Tackle inequality and level up

- COVID-19 deaths are 2.2 times higher in the most deprived areas compared to least deprived areas and all deaths 1.9 times higher
- Nearly one in seven are looking for employment within Birmingham – which has the worst levels of joblessness in the UK, with five of its ten constituencies with the highest jobless rates across the entire UK



## Prevent a lost generation

- 211,575 claimants aged 16 years and over in November
- +99,660 claimants since March. Youth Claimants have doubled to 42,850 and 8.7% of all 16 to 24 year olds.
- A fifth of the population don't use the internet – the highest number in the UK
- Highest proportion of employers saying they find digital skills difficult to obtain from applicants



## Where next?

We're ambitious for the West Midlands and want to do much more than simply recover from the pandemic by rebuilding and recharging our region to come back stronger. We can only do this by working in partnership, focusing together on our shared challenges and finding new and innovative ways to make a lasting difference.

Together we're determined to lead the region to take its rightful place in the world with economic and cultural recovery shared with everyone. We will build a fairer, greener and healthier future for everyone who calls the West Midlands their home.

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Financial Monitoring Report 2021/22
<b>Accountable Interim Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: Laura.Shoaf@wmca.org.uk tel: (0121) 214 7444
<b>Accountable Employee</b>	Linda Horne, Director of Finance email: linda.horne@wmca.org.uk tel: (0121) 214 7508
<b>This report has been considered by</b>	WMCA Senior Leadership Team 2 June 2021

### Recommendation(s) for action or decision:

#### WMCA Board is recommended to:

- (1) Note the draft outturn position for the financial year ending 31 March 2021, which is subject to external audit review, Sections 2 and 3 refer.
- (2) Approve the final Revenue and Capital Budgets for 2021/22, Sections 8 and 10 refer.
- (3) Note the update on Covid Bus Services Support Grant and Light Rail Revenue Restart Grant, Section 9 refers.
- (4) Note the update on the Investment Programme including the successful completion of the HMT Gateway Review and the progression of schemes through the WMCA Assurance Framework to allocate the remaining headroom of £15.4m, Section 6 refers.
- (5) Note the initial Medium Term Financial Plan for 2022/23 to 2026/27 and the proposed next steps, Section 11 refers.
- (6) Note the use of £0.8m of Investment Programme Transport allocation to support Metro capital costs. Section 7 refers.
- (7) Note the Treasury Management Out-turn position for 2020/21, Section 12 refers,

## **1.0 Purpose**

- 1.1 To provide updates on the Combined Authority's finances as at the end of March 2021 (including the financial implications of Covid-19), which is now subject to external audit review.
- 1.2 To provide an update on the latest position for the current financial year
- 1.3 To provide an update on the ongoing refresh of the Combined Authority's Medium Term Financial Plan (MTFP).
- 1.4 To report the final 2022/21 position against all WMCA Treasury activity in line with CIPFA code best practice requirements.

## **2.0 Provisional Year End Position – Revenue Budget**

- 2.1 Appendix 1 contains the overall consolidated revenue position for the West Midlands Combined Authority as at 31 March 2021 and shows that WMCA finished the year £0.046m better than budget with no material variances to report. An overall saving of £0.199m at the Quarter 3 forecast was previously reported; this being a variance to forecast of only £0.153m indicating that despite the challenge of the previous 12 months, the out-turn was in line with estimates following close financial management and action during the year.
- 2.2 In order to balance the 2021/22 budget, WMCA was required to achieve savings of £3.9m in 2020/21. The position above is inclusive of those savings and the £3.9m has been carried forward for use in 2021/22 as intended.
- 2.3 It should be noted that the final outturn position set out in this report is subject to external audit which commenced in early June 2021 with the audit findings to be reported to Audit, Risk and Assurance Committee at the earliest opportunity when the Committee will also approve the final audited accounts.
- 2.4 Appendices 2 to 4 present the detailed summaries for Transport, the WMCA delivery budget and the Mayoral office respectively.

## **3.0 Provisional Year End Position - Capital Programme**

- 3.1 Appendix 5 sets out the position on the Capital Programme as at the end of March 2021. Actual costs totalled £236.0m, resulting in a favourable variance of £269.3m against a budget of £505.3m and £40.8m less than the previously reported annual forecast of £276.8m.
- 3.2 The most material variance against budget for the year is contained primarily within Transport (£128m), Grants to Local Authorities within the Investment Programme (£104.8m) and Commonwealth Games Programme (£50m).
- 3.3 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a budget of £146.9m, including all the Rail/Sprint & Metro extension schemes. At the end of March, actual costs totalled £92.5m, which was £54.4m below the budget of £146.9m. The main variances at the year-end were contained within the Metro Programme totalling £43.2m. A full explanation of all material variances is included in Appendix 5.

#### 4.0 Provisional Year End Position - Investment Programme

4.1 The provisional 2021/22 financial results for the Investment Programme are shown at Appendix 9 reporting the gross delivery totals for programmes delivered by both WMCA and other entities (being primarily local authorities). This details a provisional total spend of £320.8m which is £357.8m lower than budget for the year, mostly as a result of the disruption the pandemic's effects on the delivery of major infrastructure schemes. Scheme specific variance explanations are included on Appendix 9.

#### 5.0 Provisional Year End Position - WMCA Balance Sheet

5.1 Appendix 11 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 March 2021.

5.2 The increase in short-term deposits and cash and bank is largely due to the receipt of the DfT All-Electric Bus Town or City (AEBT) grant offset by the payments in respect of Adult Education Budget, Investment Programme and Metro extension schemes. Correspondingly, the AEBT grant contributed to the increase in grants receipts in advance whilst Adult Education Budget and Investment Programme payments contributed to the decrease in earmarked reserves.

5.3 Accelerated spending on Coventry UKC Plus and Coventry City Centre Regeneration as these projects gain momentum and claims received for the Brownfield Land & Property Development Fund (BLPDF) were the main contributors to the increase in short-term creditors/accruals.

#### 5.4 WMCA Earmarked Reserves as at 31 March 2021

£m	Investment Programme	Revenue Grants	General Earmarked Reserves	Budget Support 2021/22	Total
1 April 2020 Opening Balance	101,125	18,795	26,639	0	146,559
Transfer between reserves					0
Movement in the year	13,450	9,307	2,981	11,400	37,137
<b>31 March 2021 Closing Balance</b>	<b>114,575</b>	<b>28,102</b>	<b>29,619</b>	<b>11,400</b>	<b>183,696</b>

8.5 Expenditure plans exist for all the above funds.

8.6 The final General Fund Balance reflects the surplus in year as follows:

#### WMCA General Fund Balance as at 31 March 2021

£m	Total
1 April 2020 Opening Balance	2.30
Surplus in year	0.05
<b>31 March 2021 Closing Balance</b>	<b>2.35</b>

8.7 This remains below what would normally be expected to be held by an Authority of this size, however considering the statutory underwrite by the 7 Metropolitan councils a lower level of general funds is considered acceptable.

## **6.0 Investment Programme Commitments & Gateway Update**

- 6.1 Appendix 10 details approved funding from the WMCA Investment Programme, which totalled £834.9m as at 31st March 2021 (£795.3m as at 28th February 2021) and takes into account the commitments agreed in March by WMCA Board following the extension of the affordable limit to £871m. Whilst no further commitments have been made since this point, business cases for both the Wolverhampton CoW Tech (which has a WMCA funding requirement of £7.75m) and Co-invest proposals are progressing through the WMCA Assurance Framework. The CoW Tech proposal will be presented to Investment Board on 29 June 2021, with a Final Business Case due to be presented to WMCA Board on 23 July 2021. The co-invest proposal is undergoing initial assurance reviews and will be presented to WMCA Board in due course. It should be noted, there remains £15.5m of Investment Programme funding which is currently unallocated; this has been provisionally ringfenced for such regional recovery priorities.
- 6.2 The 2016 Investment Programme 30 year Gainshare Grant from Government is subject to a HM Treasury Gateway review every five years, with March 2021 marking the end of the first five year period. During 2020/21, SQW were commissioned by Government to review a selection of projects within the Investment Programme. The feedback from the review reflected well on the region's governance arrangements and progress to date and in May 2021, WMCA received the sixth instalment of the gainshare grant, indicating that WMCA have successfully passed the first gateway review period.
- 6.3 The passing of the first gateway period now guarantees £36.5m payment to WMCA for the five years until the next HM Treasury Gateway review in 2026. Securing this income for the Investment Programme reduces the exposure and risk to all Constituent Local Authorities who ultimately underwrite the Investment Programme. This is particularly important as the full 30 year gainshare has already been committed to projects which are key to whole WMCA region.

## **7.0 Use of Investment Programme Funds – Capital Pressures**

- 7.1 At its meeting on 19 March 2021, WMCA Board agreed to increase the Investment Programme affordable limit by £70m. Of this £70m, £5m was ring-fenced for Capital pressures emerging due to Covid-19 related construction risks. It was agreed that any use of this £5m would be subject to WMCA standard governance and approval processes.
- 7.2 For noting therefore, £0.8m of these funds have now required to be used to fund increased costs under public service agreement to reimburse Midland Metro Limited for the costs of bringing additional lines into use for both the Centenary Square and Wolverhampton extensions. The rephasing of work schedules due to Covid-19 has led to additional costs being incurred in order for the work to be completed in line with required delivery schedules. As such, use of Investment Programme funds is deemed the most appropriate route to mitigate the additional costs.

## **8.0 2021/22 Revenue Budget Finalisation**

- 8.1 The 2021/22 Revenue Budget was approved by WMCA Board on 12 February 2021. The final budget is set out below.

	Total	Transport	Delivery Portfolios	Investment Programme	Mayors Office
	£m	£m	£m	£m	£m
Transport Levy	114.7	114.7	-	-	-
Devolution Deal Grant (IP)	36.5	-	-	36.5	-
Devolution Deal Grants - Other	9.1	-	8.4	-	0.8
Adult Education Funding	142.7	-	142.7	-	-
Share of Business Rates	9.0	-	-	9.0	-
Grants from Constituent Members	4.6	-	4.6	-	-
Grants from Non Constituent Members	0.4	-	0.4	-	-
Investment Income	0.9	-	0.8	0.1	-
Third Party Income	0.2	-	0.2	-	-
Commonwealth Games	5.4	5.4	-	-	-
Use of Reserves	9.5	4.7	1.2	-	3.6
<b>Total Income</b>	<b>333.1</b>	<b>124.8</b>	<b>158.3</b>	<b>45.6</b>	<b>4.4</b>
Transport Delivery	119.4	119.4	-	-	-
Commonwealth Games	5.4	5.4	-	-	-
Delivery Programmes	158.3	-	158.3	-	-
Investment Programme	45.6	-	-	45.6	-
Mayoral Office	0.8	-	-	-	0.8
Mayoral Election	3.6	-	-	-	3.6
<b>Total Expenditure</b>	<b>333.1</b>	<b>124.8</b>	<b>158.3</b>	<b>45.6</b>	<b>4.4</b>
<b>Net Expenditure</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

8.2 It was noted at February board that the Adult Education Budget (AEB) which is devolved to WMCA had not yet been confirmed. The AEB grant sum was confirmed in April 2021 and the confirmation represents an uplift of £13m on the AEB budget reported to board in February 2021. The increase largely relates to the ring fenced funding of £9.2m received for the provision of Level 3 adult offer to support the Governments 'Lifetime skills guarantee' which help adults without an existing full Level 3 qualification or above by providing a free fully funded Level 3 qualification to learners aged 24 and over. The 2021/22 grant analysis is shown below:

£M	2021/22 Grant		Total Grant 2021/22
	Q1-Q2	Q3-Q4	
Devolved AEB Grant	49.007	82.373	131.379
Additional Devolved AEB (Plan for Jobs)	1.971	0	1.971
Uplift for 19-23 Year Olds	0.049	0.148	0.197
Level 3 Adult Offer Funding	2.268	6.884	9.195
<b>Total</b>	<b>53.294</b>	<b>89.404</b>	<b>142.698</b>

8.3 In addition to the AEB amendment above, use of reserves approved in the February budget for 2021/22 have now been confirmed as per the table below. Note there is an additional £4.4m compared to the value detailed in the February 2021 Budget Report to WMCA Board. This is required to fund the 2021/22 Mayoral Election given that there has been no new funding confirmed by government and also the TfWM Bike Share project. The application of bike share reserves is consistent with the financial provisions approved by WMCA Board for the Bike Share project in July 2020 and is offset by a corresponding increase in expenditure as the project is rolled out. The application of reserves for the Mayoral election is consistent with the proposal within the WMCA budget report of

February 2021 where it was stated that in the event Government do not provide the funding for the election, reserves created from WMCA's share of Business Rates would need to be applied. WMCA will continue to lobby Government as a collective with other Mayoral Combined Authorities to maximise opportunities to realise election funding.

	<b>Total</b>
	<b>£m</b>
Funding for the overall TfWM 2021/22 budget	3.9
Funding for the Mayoral Election 2021/22 budget	3.6
Funding for the Delivery Portfolio 2021/22 budgets	1.2
Funding for the TfWM Bike Share project	0.8
<b>Total</b>	<b>9.5</b>

8.4 WMCA have a modest amount of funding in reserve carried over from 2020/21 to meet emerging cost pressures in the delivery budgets. Allocation of this funding is currently being considered in the context of the WMCA priorities in the early stages of the new Mayoral term and the direction of the emerging Corporate Strategy. Full details are expected to be presented and approved at the WMCA Board meeting in July 2021.

8.5 At this early stage no changes in the 21/22 financial year outturn against budget are anticipated. July Board will receive the first verbal update on the emerging financial position.

8.6 The 2021/22 Revenue Budget was set acknowledging the Authority is carrying financial risk associated with the impact of the Covid pandemic on public transport in particular the bus network and ongoing losses in light rail revenue. An update is provided in Section 9 below and more details on the assessment of the risk will be provided in the July report to Board once HMG position becomes clearer.

## **9.0 Update Covid Bus Services Support Grant and Light Rail Revenue Restart Grant**

9.1 It was announced on 14<sup>th</sup> June 2021 that the final stage of lifting Government Covid restrictions would be delayed to no earlier than 19<sup>th</sup> July 2021. At the time of writing, no updates have been provided by DfT regarding any change in the support currently being provided to the public transport network across the UK. This update therefore reflects the best information available currently. It is however noted that any delay to lifting of restrictions continues to put transport providers under financial pressure. It is also noted that Birmingham is currently subject to additional Government guidance recommending against all but essential travel.

9.2 The Covid Bus Services Support Grant (CBSSG) was set up to support commercial bus operators in England in recognition of the impacts of Covid-19 on their revenue due to reduced patronage. Payments aim to ensure that operators can provide service levels of up to 100% of pre-Covid-19 levels without the operator making a profit or loss.

9.3 It was announced in August 2020 that CBSSG would be extended until Government guidelines on social distancing are fully relaxed. At the time of writing, that is believed to be 19<sup>th</sup> July 2021. CBSSG will continue for an eight week notice period following this date, and so WMCA would expect to be able to apply for funding up to and including week commencing 13<sup>th</sup> September 2021.

9.4 Whilst no specific funding for commercial bus operators has been confirmed once CBSSG is withdrawn, as part of their 'Bus Back Better' strategy document, DfT stated that they will continue to support the sector. However, any funding will be discretionary and part of the overall £3bn national funding envelope that has been defined. Having given notice to form

an Enhanced Partnership (as approved by WMCA Board on 28<sup>th</sup> June 2019), WMCA expect to be eligible for any funding announced as part of the 'Bus Back Better' strategy thus potentially mitigating the risk on the bus network and impact on provision of subsidised bus services.. A further update will be communicated at 23<sup>rd</sup> July 2021 WMCA Board Meeting.

- 9.5 The Light Rail Revenue Restart Grant (LRRRG) was set up to support Tram and Metro services across England due to the impact of Covid-19 on their revenue. The most recent tranche of funding was announced on 20<sup>th</sup> March 2021 and covered the first 11 weeks of the financial year and so is due to end 21<sup>st</sup> June 2021.
- 9.6 At the time of writing, no further funding past 21<sup>st</sup> June has been announced however this still under review by DfT, with a decision expected mid-June 2021. A verbal update will be provided at the WMCA Board Meeting on 25<sup>th</sup> June 2021 should any new information be available and certainly an update will be included within the July financial report to Board.

## 10.0 2021/22 Capital Budget Finalisation

- 10.1 In February 2021 the draft Capital Programme was reported to board. The nature of project accounting means that Annual project budgets are influenced by the value of spend in preceding years and as such, there is a requirement to finalise out-turn numbers before setting the Annual estimated Capital expenditure budget for the subsequent year. This report now establishes the annual budget base-line against which in year performance will be measured for the 21/22 financial year. All schemes and projects are however also governed, assured and monitored on whole life estimates.
- 10.2 The final West Midlands Combined Authority Capital Programme is summarised in the table below and set out in further detail within Appendices 6 to 8. The table below summarises the planned capital investment between 2021/22 and 2025/26.

WMCA CAPITAL PROGRAMME (£M)		Appendix	2021 / 2022	2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	TOTAL
Expenditure	TfWM Expenditure	6	394.5	446.8	254.3	116.6	48.2	1,260.4
	Housing and Regeneration Expenditure	7	58.6	73.2	79.3	51.0	38.4	300.5
	Other Programmes		2.9	1.4	-	-	-	4.3
	Investment Programme Grants to Local Authorities	8	114.3	133.6	225.8	145.0	202.6	821.3
<b>TOTAL EXPENDITURE</b>			<b>570.3</b>	<b>655.0</b>	<b>559.4</b>	<b>312.6</b>	<b>289.2</b>	<b>2,386.5</b>
Funding	Investment Programme Debt		195.7	235.5	80.6	4.0	17.6	533.4
	TfWM Debt		14.3	9.0	165.1	20.8	3.3	212.5
	Grants		360.3	253.8	64.1	56.5	25.1	759.8
	Other		-	156.7	249.5	231.3	243.2	880.7
<b>TOTAL FUNDING</b>			<b>570.3</b>	<b>655.0</b>	<b>559.3</b>	<b>312.6</b>	<b>289.2</b>	<b>2,386.4</b>

- 10.3 The re-base has been formed around the programme agreed at the WMCA Board in February 2021 with adjustments made purely for the timing of expenditure based on the latest delivery profiles. The main movements from the position in February reflect the addition of new DfT funding (£55.0m) for the Coventry Electric Bus project along with new project pipeline funding from the National Competitive Brownfield Fund (NCF) of £24m.

## 11.0 Medium Term Financial Plan Update

- 11.1 As detailed in the 2021/22 Budget report presented to WMCA Board in February 2021, a balanced 2021/22 Revenue Budget could only be achieved using £5.9m of Reserves, including partial use of Business Rates Growth monies which would otherwise have supported WMCA's Investment Programme. Also reported is that supporting gaps between income and expenditure using one-off sources of funding is not a long-term sustainable route to funding WMCA's Revenue budget. As WMCA finished 2020/21 with

only £2.3m of General Reserve it is not practical to assume that the 2022/23 Budget could be balanced with the use of reserves.

- 11.2 In order to assess the scale of the financial challenge facing WMCA, a desktop exercise has been completed to refresh the Medium Term Financial Plan (MTFP) on a 'stand still' basis, i.e. establishing a new baseline which does not include any additional initiatives that may arise from the ongoing Corporate Strategic Planning workstream. On this 'stand still' basis, a deficit of £21.7m is expected in 2022/23, an increase of only £2.5m from where we expected to be in early January, rising to £52.0m in 2026/27. The following table demonstrates how the MTFP position has changed from the last review as presented to WMCA Board on 15 January 2021.

(£M)	22/23	23/24	24/25	25/26	26/27
<b>Deficit as at Jan 2021</b>	<b>(19.2)</b>	<b>(22.3)</b>	<b>(27.6)</b>	<b>(32.1)</b>	<b>N/A</b>
<b>Potential Adverse Variations (Total Over Plan Period)</b>					
Assumed continuation of grant funded activity beyond grant period	(4.5)	(5.1)	(5.2)	(5.3)	
Transport operational pressures	2.5	(3.5)	(3.6)	(3.3)	
Provision for 5G grant ending	(1.8)	(1.8)	(1.8)	(1.8)	
Funding for WM Growth Company	0.0	(1.8)	(1.8)	(1.8)	
Capital Financing	0.7	0.7	0.6	(4.8)	
Removal of Mayoral precept for years 1-3	(0.8)	(0.8)	(0.9)	0.0	
Reprofiled Mayoral election costs	(0.5)	(0.5)	(0.5)	(0.5)	
Subsidised Bus pressures (excl significant Covid impact)	(0.2)	(0.4)	(0.7)	(0.4)	
<b>Potential Favourable Variations (Total Over Plan Period)</b>					
Removal of growth previously assumed in MTFP	1.6	1.6	1.6	1.7	
Investment Income	0.5	0.5	0.0	(1.0)	
Enabling Services and Other Changes	(0.1)	(0.3)	0.5	(0.0)	
<b>Deficit as at June 2021</b>	<b>(21.7)</b>	<b>(33.7)</b>	<b>(39.2)</b>	<b>(49.3)</b>	<b>(52.0)</b>

- 11.3 At this stage this is simply for information only with much work to do over the summer on the Corporate Strategic Planning process already underway. The next step will be for WMCA to factor in the financial implications arising from the Strategic planning process with an updated position to be presented to WMCA Board in September 2021. It is likely that this process will increase the size of the financial gap and WMCA will work with the Mayor and Met Leaders throughout the Summer and into Autumn to establish core priorities to feed into the Authority's Comprehensive Spending Review submission and allow for a balanced 2022/23 Budget proposal to be presented to WMCA Board in January 2022.

## 12.0 Treasury Management

- 12.1 Appendix 12 contains the West Midlands Combined Authority Treasury Management Outturn 2020/21 as well as updates on Debt Forecasts to 2025/26.

### 13.0 Administered Funds

<b>Funding Stream</b>	<b>2020/21 Full Year Grant Award £'000</b>	<b>2020/21 Full Year Spend £'000</b>	<b>Purpose</b>
Midlands Connect	6,543	4,584	Work is continuing on delivering the Midlands Engine 'Vision for Growth'.
Getting Building Fund	33,000	29,016	Investment in local infrastructure projects to stimulate jobs and support economic recovery. The WMCA is the accountable body with funding allocated to the 7 Mets and 3 LEPs.
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
<b>Total</b>	<b>80,799</b>	<b>74,856</b>	

### 14.0 Financial Implications

14.1 The Financial Implications are set out in the report.

### 15.0 Legal implications

15.1 There are no legal implications.

### 16.0 Equalities implications

16.1 There are no equalities implications.

## **17.0 Inclusive Growth Implications**

17.1 There are no Inclusive Growth implications.

## **18.0 Geographical Area of Report's Implications**

18.1 The report encompasses the West Midlands region.

## **19.0 Other Implications**

19.1 There are no other implications

## **20.0 Appendices**

- Appendix 1 – WMCA Consolidated Summary – March 2021
- Appendix 2 – WMCA Transport Revenue Summary - March 2021
- Appendix 3 – WMCA Delivery Budget Summary – March 2021
- Appendix 4 – WMCA Mayor Revenue Summary – March 2021
- Appendix 5 – WMCA Capital Transport Delivery Programme – March 2021
- Appendix 6 – Transport Capital Programme
- Appendix 7 – Housing & Other Capital Programme
- Appendix 8 – Investment Programme Capital Grants to Local Authorities
- Appendix 9 – WMCA Investment Programme Summary – March 2021
- Appendix 10 – WMCA Investment Programme Commitments – March 2021
- Appendix 11 – WMCA Balance Sheet – March 2021
- Appendix 12 – Treasury Management Strategy – March 2021

## Appendix 1

### WMCA Consolidated Revenue Budget Summary – Year Ending 31 March 2021

£000's	Full Year			Full Year		
	Actual	Budget	Variance	Actual	Forecast	Variance
Transport Levy	114,720	114,720	0	114,720	114,720	0
Commonwealth Games	1,503	2,157	(654)	1,503	1,492	11
Adult Education Funding	120,440	128,534	(8,094)	120,440	123,990	(3,550)
Share of Business Rates	7,500	7,500	0	7,500	7,500	0
Constituent Membership	4,644	4,644	0	4,644	4,644	0
Non Constituent Members	425	425	0	425	425	0
Investment Programme	36,500	36,500	0	36,500	36,848	(348)
Investment Income	1,001	1,921	(920)	1,001	1,086	(85)
Revenue Grants & Other Income	16,162	13,098	3,064	16,162	15,711	451
Use of Reserves	4,053	4,053	0	4,053	4,053	0
<b>Total Funding</b>	<b>306,948</b>	<b>313,552</b>	<b>(6,604)</b>	<b>306,948</b>	<b>310,469</b>	<b>(3,521)</b>
Transport for West Midlands	114,264	118,353	4,089	114,264	114,206	(58)
Commonwealth Games	1,503	2,157	654	1,503	1,492	(11)
Economy & Innovation	3,134	2,312	(822)	3,134	3,297	163
Environment, Energy & HS2	1,147	345	(802)	1,147	1,174	27
Housing and Land	1,386	2,521	1,135	1,386	1,430	44
Wellbeing	1,179	941	(238)	1,179	1,201	22
PSR & Social Economy	1,258	689	(569)	1,258	1,291	33
Culture and Digital	1,693	210	(1,483)	1,693	208	(1,485)
Productivity & Skills	129,727	137,715	7,988	129,727	134,097	4,370
Inclusive Communities	84	118	34	84	90	6
Business Support	2,714	3,229	515	2,714	2,623	(91)
Investment Programme	44,106	44,155	49	44,106	44,454	348
Mayoral Office	807	807	0	807	807	0
<b>Total Expenditure</b>	<b>303,002</b>	<b>313,552</b>	<b>10,550</b>	<b>303,002</b>	<b>306,370</b>	<b>3,368</b>
<b>Net Expenditure</b>	<b>3,946</b>	<b>0</b>	<b>3,946</b>	<b>3,946</b>	<b>4,099</b>	<b>(153)</b>
Transfer to 2021/22 Budget Reserve	3,900	0	(3,900)	3,900	3,900	0
<b>Net Total (after reserves)</b>	<b>46</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>199</b>	<b>(153)</b>
Transport	4,089	0	4,089	4,089	4,147	(58)
Delivery	(143)	0	(143)	(143)	(48)	(95)
Mayoral Office	0	0	0	0	0	0
<b>Total Surplus / (Deficit) before reserves</b>	<b>3,946</b>	<b>0</b>	<b>3,946</b>	<b>3,946</b>	<b>4,099</b>	<b>(153)</b>
Transfer to 2021/22 Budget Reserve	3,900	0	(3,900)	3,900	3,900	0
<b>Total Surplus / (Deficit) after reserves</b>	<b>46</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>199</b>	<b>(153)</b>

The full year position at the end of March shows a £3.946m favourable variance from budget. This is made up of £4.089m within Transport as a result of lower patronage and no fare increases across ENCTS and Child concessions, efficiency savings within the RTCC, Accessible Transport rebate due to reduced service, and lower operational costs during Covid-19. This position is partially offset by significantly reduced advertising revenue and a departure charge holiday designed to support bus operators during the first lockdown, as well as the creation of a reserve to cover potential risk related to Metro and Rail programmes in future years. This is offset by an adverse variance of £0.143m 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 programmes have had to be reassessed in light of the ongoing pandemic as well as debt interest savings as no new borrowing has been required. There is no material change in outturn to the previously reported forecast.

## Appendix 2

### Transport for West Midlands full year revenue position – March 2021

**Headlines**  
**As at the end of March 2021 there is a £4.089m favourable year to date variance to budget prior to transfers to reserves.**  
**This is primarily driven by lower bus patronage and no fare increases leading to savings across Concessions budgets, along with efficient RTCC purchasing decisions, staffing variations, and an accumulation of operational savings during the pandemic. As a result of the pandemic the Accessible Transport service provided by National Express has also reduced, thus providing further savings. This has been partly offset by significantly reduced advertising revenue and a departure charge holiday for operators as a result of Covid-19 earlier in the year.**

**Key:**

- Favourable Variance
- No Variance or Offset by Grant
- Adverse Variance

	MARCH 2021 YEAR TO DATE			FULL YEAR 2020/21			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
Specific resources:							
Transport Levy	114,720	114,720	0 0%	114,720	114,720	0 0%	●
Commonwealth Games	1,503	2,157	(654) 30%	1,503	1,492	11 1%	●
Use of Reserves	3,633	3,633	0 0%	3,633	3,633	0 0%	●
<b>TOTAL INCOME</b>	<b>119,856</b>	<b>120,510</b>	<b>(654) 1%</b>	<b>119,856</b>	<b>119,845</b>	<b>11 0%</b>	
<b>Concessions</b>							
National Bus Concession	47,450	51,006	3,556 7%	47,450	48,041	591 1%	●
Metro / Rail	4,558	4,575	16 0%	4,558	4,558	(0) 0%	●
Child Concession	6,053	7,837	1,784 23%	6,053	6,528	475 7%	●
<b>Bus Services</b>	<b>58,062</b>	<b>63,417</b>	<b>5,356 9%</b>	<b>58,062</b>	<b>59,127</b>	<b>1,066 2%</b>	
Bus Stations / Infrastructure	6,486	4,542	(1,944) 43%	6,486	6,429	(57) 1%	●
Subsidised Network	9,815	10,409	594 6%	9,815	10,325	510 5%	●
Accessible Transport	5,892	6,617	725 11%	5,892	6,090	198 3%	●
<b>Rail and Metro Services</b>	<b>22,193</b>	<b>21,567</b>	<b>(625) 3%</b>	<b>22,193</b>	<b>22,844</b>	<b>651 3%</b>	
Metro Services	4,923	2,642	(2,281) 86%	4,923	4,026	(898) 22%	●
Rail Services	2,603	2,805	202 7%	2,603	2,692	90 3%	●
<b>Integration</b>	<b>7,526</b>	<b>5,447</b>	<b>(2,079) 28%</b>	<b>7,526</b>	<b>6,718</b>	<b>(808) 11%</b>	
Safety and Security	555	1,274	719 56%	555	1,112	556 50%	●
Passenger Information	4,632	5,729	1,097 19%	4,632	4,996	364 7%	●
Sustainable Travel	502	567	65 12%	502	508	6 1%	●
<b>Network Resilience</b>	<b>5,689</b>	<b>7,570</b>	<b>1,881 33%</b>	<b>5,689</b>	<b>6,616</b>	<b>927 16%</b>	
Network Resilience	1,754	3,100	1,346 43%	1,754	1,922	168 9%	●
Commonwealth Games	1,503	2,157	654 30%	1,503	1,492	(11) 1%	●
Business and Democratic Support	3,581	3,764	183 5%	3,581	3,670	89 2%	●
Strategic Development	3,174	3,141	(32) 1%	3,174	2,968	(206) 7%	●
Transport Governance	127	132	6 4%	127	127	0 0%	●
Capital Finance Charges	12,160	10,214	(1,946) 19%	12,160	10,214	(1,946) 19%	●
<b>TOTAL EXPENDITURE</b>	<b>115,767</b>	<b>120,510</b>	<b>4,743 4%</b>	<b>115,767</b>	<b>115,698</b>	<b>(69) 0%</b>	
<b>NET (before transfers to reserves)</b>	<b>4,089</b>	<b>(0)</b>	<b>4,089 0%</b>	<b>4,089</b>	<b>4,147</b>	<b>(58) 1%</b>	
<b>Transfer to 2021/22 Budget Reserve</b>	<b>3,900</b>	<b>0</b>	<b>(3,900) 0%</b>	<b>3,900</b>	<b>3,900</b>	<b>0 0%</b>	
<b>NET (after transfers to reserves)</b>	<b>189</b>	<b>(0)</b>	<b>189 0%</b>	<b>189</b>	<b>247</b>	<b>(58) 31%</b>	

The profile of CWG expenditure has been impacted by Covid-19, as such grant draw down will be lower than budgeted in year.

ENCTs and Child Concessions savings as a result of reduced patronage and no fare increases during the pandemic with operators continuing to be paid on profile.

Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19. Partly offset by the drawdown of the Subsidised bus is currently being supported by the Bus Services Support Grant to help mitigate against the impact of Covid-19. Driven by a reduction in payments to National Express Accessible Transport due to reduced service during the pandemic.

The DfT Light Rail Restart grant provides cover for losses up to budget while patronage is impacted by Covid-19. As such the variance to budget is primarily driven by a re-prioritisation of lifecycle costs, partly offset by works claims coming in lower than forecast.

Favourable variance driven by a reduction in maintenance costs, offsetting the reduction in park & ride income during the pandemic.

Driven by increased CCTV income alongside reduced maintenance costs.

Favourable variance as a result of reduced printing and production costs from timetables, maps, etc due to Covid-19, in addition to an increase in the FMZ capital funding of IT development projects. Partly offset by a reduction in ticketing commission due to the drop in patronage. Drawdown of the SFC Grant is contributing further to the favourable variance.

Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required, alongside staffing variations. The CWG external advice budget has not been spent as plans and recruitment were updated to account for Covid-19. Fully offset by lower grant draw down.

Adverse variance driven by additional costs arising from the CAV testbed project along with wrap-up payments for delivered work. Partly offset by staffing variations and reduced monitoring costs during the pandemic as well as the drawdown of the SFC grant.

Final Capital financing costs for the year

**Appendix 3**  
West Midlands Combined Authority Delivery Budget – March 2021

FINANCIAL SUMMARY AS AT MARCH 2021	MARCH 2021 YEAR TO DATE			FULL YEAR 2020/21			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
<b>Operational Income</b>							
Mayoral Capacity Funding	193	193	0	193	193	0	
Investment Interest Income (1)	895	1,766	(871)	895	980	(85)	(1) The bank base rate was substantially lowered as a result of Covid-19, and which has resulted in a significant reduction in investment income.
Contribution - 7 Met Council's	4,644	4,644	0	4,644	4,644	0	
Contribution - Non constituent members	425	425	0	425	425	0	(2) Alignment of debt interest to the latest assumptions has delivered savings against the budget and have been passed through to Delivery to offset investment income. This has been partly offset by the release of unallocated efficiency savings which were budgeted centrally, but which have been achieved across the WMCA with the savings reflected in the relevant areas.
Use of Reserves	420	420	0	420	420	0	
<b>Total Income</b>	<b>6,577</b>	<b>7,448</b>	<b>(871)</b>	<b>6,577</b>	<b>6,662</b>	<b>(85)</b>	
Enabling Services (2)	(2,714)	(3,229)	515	(2,714)	(2,623)	(91)	
<b>Total Expenditure</b>	<b>(2,714)</b>	<b>(3,229)</b>	<b>515</b>	<b>(2,714)</b>	<b>(2,623)</b>	<b>(91)</b>	
<b>Operational Income Net Total</b>	<b>3,863</b>	<b>4,219</b>	<b>(356)</b>	<b>3,863</b>	<b>4,039</b>	<b>(176)</b>	
<b>Economy &amp; Innovation</b>							
Other Industrial Strategy Income (1)	320	0	320	320	551	(231)	(1) Additional income and offsetting expenditure as a result of a funding contribution from the Investment Programme to fund the West Midlands Innovation Programme. This has been partly rescheduled as contracts and MoU's are finalised.
Office of Data Analytics (2)	129	257	(128)	129	145	(16)	
DDCMS - Creative Scale Up	720	650	70	720	657	63	
MHCLG - Brexit Support Preparations (3)	224	0	224	224	224	0	(2) Expenditure rescheduled into 21/22 and as such less grant has been drawn down.
Policy and Programme Development	23	0	23	23	35	(12)	
Create Central Projects (4)	256	0	256	256	226	30	
<b>Total Income</b>	<b>1,672</b>	<b>907</b>	<b>765</b>	<b>1,672</b>	<b>1,838</b>	<b>(166)</b>	
Funding For Growth	(700)	(700)	0	(700)	(700)	0	
Industrial Strategy (1)	(505)	(207)	(298)	(505)	(732)	227	(3) An additional grant to support Brexit preparations has been reflected in the forecast and is beginning to be drawn down, offset by the associated expenditure.
Office of Data Analytics (2)	(129)	(257)	128	(129)	(145)	16	
DDCMS - Creative Scale Up	(720)	(650)	(70)	(720)	(657)	(63)	
Economic Intelligence	(240)	(240)	0	(240)	(240)	0	
MHCLG - Brexit Support Preparations (3)	(224)	0	(224)	(224)	(224)	0	(4) Grant secured from BFI to support, develop, and promote the region's film industry.
Policy and Programme Development	(360)	(258)	(102)	(360)	(373)	13	
Create Central Projects (4)	(256)	0	(256)	(256)	(226)	(30)	
<b>Total Expenditure</b>	<b>(3,134)</b>	<b>(2,312)</b>	<b>(822)</b>	<b>(3,134)</b>	<b>(3,297)</b>	<b>163</b>	
<b>Economy &amp; Innovation Net Total</b>	<b>(1,462)</b>	<b>(1,405)</b>	<b>(57)</b>	<b>(1,462)</b>	<b>(1,459)</b>	<b>(3)</b>	
<b>Environment &amp; Energy, HS2</b>							
Environment	3	0	3	3	0	3	(1) Investment Programme and additional grant funding to deliver energy programmes. Offset by associated expenditure.
Energy Capital (1)	646	0	646	646	675	(29)	
<b>Total Income</b>	<b>649</b>	<b>0</b>	<b>649</b>	<b>649</b>	<b>675</b>	<b>(26)</b>	
Environment (2)	(488)	(345)	(143)	(488)	(499)	11	(2) Adverse variance driven by additional expenditure to deliver the WM2041 programme which ramped up considerably in the latter part of the year.
Energy Capital (1)	(659)	0	(659)	(659)	(675)	16	
<b>Total Expenditure</b>	<b>(1,147)</b>	<b>(345)</b>	<b>(802)</b>	<b>(1,147)</b>	<b>(1,174)</b>	<b>27</b>	
<b>Environment &amp; Energy, HS2 Net Total</b>	<b>(498)</b>	<b>(345)</b>	<b>(153)</b>	<b>(498)</b>	<b>(499)</b>	<b>1</b>	
<b>Housing and Land</b>							
Director of Housing & Regeneration (1)	1,386	2,521	(1,135)	1,386	1,430	(44)	(1) Increased capitalisation of staff costs and agreed savings on external advice have driven the lower expenditure and in turn the lower grant drawdown. The lower spend has been reflected in the forecast and will allow the grant to be utilised further into future years.
<b>Total Income</b>	<b>1,386</b>	<b>2,521</b>	<b>(1,135)</b>	<b>1,386</b>	<b>1,430</b>	<b>(44)</b>	
Director of Housing & Regeneration (1)	(1,386)	(2,521)	1,135	(1,386)	(1,430)	44	
<b>Total Expenditure</b>	<b>(1,386)</b>	<b>(2,521)</b>	<b>1,135</b>	<b>(1,386)</b>	<b>(1,430)</b>	<b>44</b>	
<b>Housing and Land Net Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Wellbeing</b>							
Other Mental Health Income	16	0	16	16	16	0	(1) Work & Health Unit grant that was due to end in October 2020 has been extended until March 2022, offset by an associated increase in expenditure.
Well Being	101	31	70	81	111	(30)	
IPS Programme (1)	298	83	215	298	306	(8)	
Fiscal Incentive Programme (2)	214	105	109	214	218	(4)	(2) Additional grant from Midlands Engine secured, offset by increase in associated expenditure.
<b>Total Income</b>	<b>629</b>	<b>219</b>	<b>410</b>	<b>609</b>	<b>651</b>	<b>(42)</b>	
Mental Health (3)	(404)	(563)	159	(404)	(410)	6	
Well Being	(264)	(190)	(74)	(264)	(267)	3	(3) Driven by a number of planned workstreams and activities, such as the mental health awards and this is me campaign, not now going ahead due to Covid-19, along with staffing variations.
IPS Programme (1)	(298)	(83)	(215)	(298)	(306)	8	
Fiscal Incentive Programme (2)	(213)	(105)	(108)	(213)	(218)	5	
<b>Total Expenditure</b>	<b>(1,179)</b>	<b>(941)</b>	<b>(238)</b>	<b>(1,179)</b>	<b>(1,201)</b>	<b>22</b>	
<b>Wellbeing Net Total</b>	<b>(550)</b>	<b>(722)</b>	<b>172</b>	<b>(570)</b>	<b>(550)</b>	<b>(20)</b>	

FINANCIAL SUMMARY AS AT MARCH 2021	MARCH 2021 YEAR TO DATE			FULL YEAR 2020/21			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
<b>Public Service Reform &amp; Social Economy</b>							
Other PSR Income	35	40	(5)	35	32	3	
Homelessness (1)	593	39	554	593	628	(35)	(1) Additional grant has been awarded to support Rough Sleepers Initiative and is offset by an associated increase in expenditure to providers.
<b>Total Income</b>	<b>628</b>	<b>79</b>	<b>549</b>	<b>628</b>	<b>660</b>	<b>(32)</b>	
Inclusive Growth and Public Sector Reform	(636)	(591)	(45)	(636)	(628)	(8)	
Inclusive Growth	(29)	(59)	30	(29)	(35)	6	
Homelessness (1)	(593)	(39)	(554)	(593)	(628)	35	
<b>Total Expenditure</b>	<b>(1,258)</b>	<b>(689)</b>	<b>(569)</b>	<b>(1,258)</b>	<b>(1,291)</b>	<b>33</b>	
<b>Public Service Reform &amp; Social Economy Net Total</b>	<b>(630)</b>	<b>(610)</b>	<b>(20)</b>	<b>(630)</b>	<b>(631)</b>	<b>1</b>	
<b>Skills and Productivity</b>							
Productivity and Skills (1)	176	0	176	176	164	12	(1) Additional funding secured for delivery of a Skills Advisory Panel.
Employment Support (2)	1,489	2,070	(581)	1,489	1,603	(114)	(2) Delivery plan revised in light of Covid-19. Proposal with DfE to extend delivery.
Technical Education	59	98	(39)	59	90	(31)	
Construction Skills (3)	1,400	1,576	(176)	1,400	1,786	(386)	
Adult Education (4)	120,440	128,534	(8,094)	120,440	123,990	(3,550)	(3) Work paused while CiTB conduct an audit, thus requiring lower grant drawdown, and offsetting over delivery in the early part of the year.
Careers	48	61	(13)	48	48	0	
Digital Skills (5)	5,190	4,157	1,033	5,190	5,418	(228)	(4) Reduced delivery by training providers as a result of Covid-19 resulting in lower grant drawdown.
Investment Programme (Skills) (6)	305	410	(105)	305	348	(43)	(5) Additional grant received for Adult Education Technology and Digital Bootcamp, offset by an associated increase in expenditure.
<b>Total Income</b>	<b>129,107</b>	<b>136,906</b>	<b>(7,799)</b>	<b>129,107</b>	<b>133,447</b>	<b>(4,340)</b>	(6) Driven by staffing variations, thus requiring lower funding drawdown.
Productivity and Skills	(796)	(809)	13	(796)	(814)	18	
Employment Support (2)	(1,489)	(2,070)	581	(1,489)	(1,603)	114	
Technical Education	(59)	(98)	39	(59)	(90)	31	
Construction Skills (3)	(1,400)	(1,576)	176	(1,400)	(1,786)	386	
Adult Education (4)	(120,440)	(128,534)	8,094	(120,440)	(123,990)	3,550	
Careers	(48)	(61)	13	(48)	(48)	0	
Digital Skills (5)	(5,190)	(4,157)	(1,033)	(5,190)	(5,418)	228	
Investment Programme (Skills) (6)	(305)	(410)	105	(305)	(348)	43	
<b>Total Expenditure</b>	<b>(129,727)</b>	<b>(137,715)</b>	<b>7,988</b>	<b>(129,727)</b>	<b>(134,097)</b>	<b>4,370</b>	
<b>Skills and Productivity Net Total</b>	<b>(620)</b>	<b>(809)</b>	<b>189</b>	<b>(620)</b>	<b>(650)</b>	<b>30</b>	
<b>Culture and Digital</b>							
Culture	23	0	23	23	0	23	
Tourism, Trade and Investment Programme (1)	1,508	0	1,508	1,508	0	1,508	(1) Additional funding secured to support the region in capitalising on the 2022 Commonwealth Games. Offset by equivalent increase in associated expenditure to WMGC.
<b>Total Income</b>	<b>1,531</b>	<b>0</b>	<b>1,531</b>	<b>1,531</b>	<b>0</b>	<b>1,531</b>	
Culture	(154)	(110)	(44)	(154)	(129)	(25)	
Digital	(31)	(100)	69	(31)	(79)	48	
Tourism, Trade and Investment Programme (1)	(1,508)	0	(1,508)	(1,508)	0	(1,508)	
<b>Total Expenditure</b>	<b>(1,693)</b>	<b>(210)</b>	<b>(1,483)</b>	<b>(1,693)</b>	<b>(208)</b>	<b>(1,485)</b>	
<b>Culture and Digital Net Total</b>	<b>(162)</b>	<b>(210)</b>	<b>48</b>	<b>(162)</b>	<b>(208)</b>	<b>46</b>	
<b>Inclusive Communities</b>							
<b>Total Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Youth Combined Authority (1)	(84)	(118)	34	(84)	(90)	6	(1) Additional planned work within portfolio won't now happen as a result of Covid-19.
<b>Total Expenditure</b>	<b>(84)</b>	<b>(118)</b>	<b>34</b>	<b>(84)</b>	<b>(90)</b>	<b>6</b>	
<b>Inclusive Communities Net Total</b>	<b>(84)</b>	<b>(118)</b>	<b>34</b>	<b>(84)</b>	<b>(90)</b>	<b>6</b>	
<b>Operational Income Net Total</b>	<b>(143)</b>	<b>0</b>	<b>(143)</b>	<b>(163)</b>	<b>(48)</b>	<b>(115)</b>	

Appendix 4

West Midlands Combined Authority Mayoral Budget – March 2021

	FULL YEAR 2020/21			FULL YEAR 2020/21			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
Other Grants	807	807	0 0%	807	807	0 0%	Mayoral Office expenditure within Budget for the year with no material variations to report.
<b>TOTAL INCOME</b>	<b>807</b>	<b>807</b>	<b>0 0%</b>	<b>807</b>	<b>807</b>	<b>0 0%</b>	
Staff Costs	(755)	(753)	(2) 0%	(755)	(769)	14 2%	
IT	(9)	(10)	1 10%	(9)	(11)	2 18%	
External Advice	(30)	0	(30) 0%	(30)	(30)	0 0%	
Travel & Subsistence	(3)	(42)	39 93%	(3)	(12)	9 75%	
Other	(10)	(2)	(8) 400%	(10)	15	(25) 167%	
<b>TOTAL EXPENDITURE</b>	<b>(807)</b>	<b>(807)</b>	<b>0 0%</b>	<b>(807)</b>	<b>(807)</b>	<b>0 0%</b>	

## Appendix 5

### West Midlands Combined Authority Transport Delivery Capital Programme – March 2021

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Metro	85,885	129,230	43,187	85,885	89,055	3,012
Rail	5,298	13,338	8,040	5,298	8,061	2,763
Sprint	1,167	4,322	3,155	1,167	1,832	665
<b>TRANSPORT - INVESTMENT PROGRAMME</b>	<b>92,350</b>	<b>146,890</b>	<b>54,382</b>	<b>92,350</b>	<b>98,948</b>	<b>6,440</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £54.382m lower than budget. The main variances are contained within the Metro Programme, these and others relate to the following:

*Metro Wednesbury to Brierley Hill Extension £15.385m* 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 the construction that has taken place to date. The acquisition of Victoria Steels is now expected to take place in early 2021/22.

*Metro Birmingham Eastside £12.481m* Utilities works relating to HS2 diversions have not commenced as forecast due to the final sign-off on the development agreement with HS2 being rescheduled, this has now been completed. The HS2 spend profile has been re-phased as a result as has the subcontractor milestone payment schedule.

*Rail Package 1 Walsall to Wolverhampton Local Enhancements £4.031m* Darlaston and Willenhall Land Costs £2.5m rescheduled to April 2021, Network Rail Industry and Risk fees of £0.7m have now been pushed back and £1m early contract involvement is underspent due to rephasing in project delivery. These are offset by £0.3m overspend on Design Works.

*Rail Package 2 Camp Hill Line Local Enhancements £3.782m* Hazelwell land costs of £0.7m initially expected in August 2020 are now expected in April 2021 and Moseley land costs of £0.6m initially expected in November 2020, then December 2021, is further rescheduled due to seller preference. Network Rail Industry and Risk Fees of £0.85m were projected for Oct 2020 have now been pushed back to next financial year - estimate Aug 2021. £0.8m underspend on legal advice/design works/ECI due to rephasing of the project timetable.

*SPRINT - Hagley Road £3.114m* Ongoing review of design with Birmingham City Council and agreement for Highway Improvements (S278) requires a revised Target Cost so Midland Metro Alliance works have not progressed as anticipated.

*Metro Network Enhancements – Traction Power and OLE Upgrades £2.562m* construction works related to two substations upgrades have been rephased into next financial year. Midland Metro Alliance have now awarded the Target Cost price and will lead on delivering this project on a revised schedule of works.

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*Rail Package 1 Walsall to Wolverhampton Local Enhancements £2.032m* This variance is made up of several costs which are now expected in Q1 2021/22 which is when the construction works are expected to commence. These include £0.9 Network Rail Asset Protection Agreement Fees, £0.4m Public Liability Insurance costs and £0.2m Darlaston and Willenhall land purchase.

*Metro Centenary Square/Edgbaston Extension £1.04m* this is due to the inability of the subcontractor to mobilise on site because of positive Covid test results in P11.

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Highway	3,181	12,973	9,792	3,181	4,036	855
Other	50	53	3	50	53	3
Rail	16,015	22,001	5,986	16,015	20,009	3,994
Sprint	16,106	50,302	34,196	16,106	20,922	4,816
<b>TRANSPORT - COMMONWEALTH GAMES</b>	<b>35,352</b>	<b>85,329</b>	<b>49,977</b>	<b>35,352</b>	<b>45,020</b>	<b>9,668</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £49.977m lower than budget. The main variances are as follows:

*SPRINT-A45 Birmingham to Airport & Solihull £20.682m* Due mainly to lower than expected progress of utility diversion costs, hampered by the temporary Covid-19 restrictions on the highways. Utilities and ECI works are continuing on a 'rolling programme' basis along the A45 route. The preferred contractor for Physical Construction tendered a cost programme earlier in October 20 which was formally approved by the Sprint team with works due to accelerate between January and March 2021 and continue into 21/22.

*SPRINT-A34 Walsall to Birmingham £13.433m* The largest variance YTD is against the Utilities budget line due to delayed utility diversion costs as a result of Covid-19. The Construction budget line including ECI is also underspent. ECI works are continuing on a 'rolling programme' basis. Tendering of the physical construction contract is in progress with contracts and work due to commence into 2021/22.

*RTCC-Highway Interventions £7.215m* As a result of slippages in funding agreements, activity has been moved into 2021/22.

*University Station Improvement Project £4.288m* Phasing of physical construction was lower than anticipated resulting in an underspend of £3.7m and National Rail APA fees of £0.8m which have been rephased to next year. These are offset by an overspend on legal fees and project support costs due to additional legal advice required related to access for power cables.

*Perry Barr Rail Station £1.697m* Land acquisition budgeted for October 2020 has been reprofiled which makes up for £1.5m of the underspend.

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*SPRINT-A45 Birmingham to Airport & Solihull £3.278m* Construction work has not been able to accelerate as expected, it is now expected to continue onwards to June 22. Although utility and construction works have begun they have been slowed due to Covid-19 restrictions. It is expected these costs will catch up in Q1 2021/22.

*University Station Improvement Project £2.062m* Construction costs of £1.2m underspent due to Covid restrictions impacting site access and £0.8m relates to the underspend on Network Rail Asset Protection Agreement Fees which have been apportioned across the construction phase (to August 2022).

*Perry Barr Rail Station £1.931m* This variance is made up of the following underspends, £1m construction costs due to the prolonged demolition works, £0.5 NR APA Fees not yet spent as the construction has taken longer than expected, £0.3m land acquisition now expected in the next FY.

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Bus	1,734	3,777	2,043	1,734	1,973	239
Highway	1,150	5,654	4,504	1,150	849	(301)
Other	10,976	14,794	3,818	10,976	11,997	1,021
Rail	609	962	353	609	662	53
<b>TRANSPORT - OTHER MAJOR PROGRAMMES</b>	<b>14,469</b>	<b>25,187</b>	<b>10,718</b>	<b>14,469</b>	<b>15,481</b>	<b>1,012</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £10.718m below the budget. The main variances are as follows:

*A435 Alcester Road Bus priority revitalisation £2.605m* The final business case was originally due to be approved in May 2020 but was rescheduled due to Covid-19. Now, the Birmingham Cabinet Member has requested a review of the project.

*Key Route Network Safety £1.096m* Covid-19 has caused the signing off of funding agreements to be rescheduled which has therefore had a similar effect on programme delivery.

*Future Mobility Zone – Innovation Showcases £1.049m* Expected project support costs have not materialised due to the Covid-19 lockdown which are causing delays to the programme delivery. Costs are expected to increase in the first quarter of the next year when the app is launched.

*5G £1.012m* Costs have not been incurred due to the impact of Covid-19. The schedule of works is being reviewed..

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*Future Mobility Zone – Innovation Showcases £0.253m* Project support costs have not materialised due to current lockdown restrictions causing delays to programme delivery but expect costs to hit in Q1 2021/22 as the app is launched.

*Autonomous Highway, Rural & Parking Test Facilities (Meridian 3) £0.234m* construction of the phase 3 works is slightly behind schedule but project completion is progressing to completion by August 21.

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Minor Work Programme	6,323	11,717	5,394	6,323	7,541	1,218
<b>TRANSPORT - MINOR WORKS</b>	<b>6,323</b>	<b>11,717</b>	<b>5,394</b>	<b>6,323</b>	<b>7,541</b>	<b>1,218</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £5.394m below budget.

*Real Time Information Upgrades £1.405m* Tender for this project has not yet been awarded but is imminent.

*ADEPT Live Lab £1.053m* Minor programme delays due to recruitment phasing and Quantative Assessments, but spend has been reprofiled in 21/22.

*Asset Management Programme £0.793m* the project delivery team for the automatic door works at bus stations have been unable to test the market and get quotes due to Covid-19 restrictions. The procurement strategy is being completed and the contract is planned to be awarded early 2021/22.

*Better Streets Community Fund £0.623m* The variance here is due to initial setbacks in signing legal agreements with local authorities who have had limited resources due to Covid-19. Legal agreements have now been signed off however, the set back has led to the schedule of this project being altered.

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*ADEPT Live Lab £0.517m* some costs including £0.19m for CCTV and £0.326m for quantitative assessments/audit have not materialised as expected within the month.

*Asset Management Programme £0.291m* variance is due to LED lighting upgrades at a number of bus stations has slipped into 21/22 due to covid-19 restrictions.

#### West Midlands Combined Authority Transport Capital Programme Grants to Local Authorities – March 2021

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Grants to Local Authorities	586	8,209	7,623	586	2,397	1,811
<b>Total Grants to Local Authorities</b>	<b>586</b>	<b>8,209</b>	<b>7,623</b>	<b>586</b>	<b>2,397</b>	<b>1,811</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £7.623m below budget, the variances to budget are as follows:

*B4106 Spon End (Coventry CC) £4.348m* There was an initial delay in acquiring final signatures on the legal agreements from Coventry Council which have now been received. Project spend has now been reprofiled into the next financial year, but the scheme is on track to complete the TCF element by March 2023.

*New St/High St/Victoria Sq./Public Realm (Birmingham CC) £3.275m* There has been a rephrasing of work ahead of completion of the full business case.

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*New St/High St/Victoria Sq./Public Realm (Birmingham CC) £1.688m* Birmingham City Council are yet to submit their Q4 claim.

*B4106 Spon End (Coventry CC) £0.123m* the Q4 claim from Coventry CC was lower than forecasted.

#### West Midlands Combined Authority Capital Programme Investment Programme Grants to Local Authorities – March 2021

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Investment Programme (Grants to Local Authorities)	68,015	172,840	104,825	68,015	83,417	15,402
<b>Total Investment Programme Grants to Local Authorities</b>	<b>68,015</b>	<b>172,840</b>	<b>104,825</b>	<b>68,015</b>	<b>83,417</b>	<b>15,402</b>

#### ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2021, actual expenditure was £104.825m below budget. The main variances are as follows:

*Solihull HS2 Interchange £64.932m* Work undertaken in the first quarter was reduced significantly due to Covid-19 restrictions. HS2 related projects are also subject to short notice amendments which impact the volume of activity taken place YTD. The HS2 Interchange programme has been subject to programme wide rescoping and review. During the year UGC has submitted business cases to draw down on WMCA funding for three projects, at the time the budget for the year was set, funding draw down was expected for a further three which has yet not materialised.

*Coventry City of Culture £9.591m* This project is made up of 17 work streams, the large variances are as follows: Retail Quarter £2.6m, Greyfriar Lane extension £1.7m, Public Realm Refresh £0.4m and Pool Meadow/White Street £1.1m. Covid-19 social distancing and other restrictions have meant that although construction work has resumed, the volume is much reduced.

*Coventry Station Masterplan £9.372m* The Coventry station plan is funded by several sources. The reduced construction and ancillary work due to Covid-19 has meant that the WMCA funding has not yet been drawn down as expected.

*Very Light Rail £6.693m* Spending in the first quarter was impacted by Covid-19 restrictions, but work has steadily progressed back to capacity following the easing of restrictions May-July and a compressed schedule of work has been prepared for the remainder of the year. There has also been difficulty getting the supply of materials required for the prototype vehicle due to Covid-19 and Brexit.

#### ACTUAL V FORECAST VARIANCE COMMENTARY

*Solihull HS2 Interchange £11.363m* There has been a revision to the draw down profile associated with the Birmingham International Station project which has reduced the WMCA IP funding required. Spend related to the electricity network reinforcement has been deferred to future years and the WMCA IP funding has not yet been drawn down due to the reprofiling of the wider programme.

*Coventry City of Culture £3.01m* Latest forecasts from Coventry CC show that there is slippage in respect of the Retail Quarter and the wider public realm works throughout the city centre into Q1 2021/22.

**West Midlands Combined Authority Housing Capital Programme – March 2021**

	ACTUAL VS BUDGET (FULL YEAR)			ACTUAL VS FORECAST (FULL YEAR)		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Housing	18,757	55,096	36,339	18,757	24,016	5,259
<b>Total Housing</b>	<b>18,757</b>	<b>55,096</b>	<b>36,339</b>	<b>18,757</b>	<b>24,016</b>	<b>5,259</b>

**ACTUAL V BUDGET VARIANCE COMMENTARY**

At the end of March 2021, actual expenditure was £36.339m below budget. The main variances are as follows:

*Black Country Land and Property Investment Fund LPIF £29.598m* The final agreements and planning application for the Phoenix 10 project were initially expected in Apr-20, this was not achieved and work is scheduled to commence in April 2021.

*Land Fund – The Marches £4.49m* Costs not incurred due to the special funding agreement with Wolverhampton City Council was not signed off before the end of the financial year. Completion of this LLP is expected in April 21.

**ACTUAL V FORECAST VARIANCE COMMENTARY**

*Land Fund – The Marches £4.49m* As above.

Appendix 6 - Transport Capital Programme

TRANSPORT CAPITAL PROGRAMME (£M)		2021 / 2022	2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	TOTAL
Investment Programme - Metro	Metro Wednesbury to Brierley Hill Extension	94.9	143.3	121.0	12.9	-	372.1
	Metro Birmingham Eastside Extension	66.7	55.5	46.7	19.8	3.0	191.7
	Metro Network Enhancements	5.2	2.6	0.3	0.3	0.3	8.7
	Metro Edgbaston Extension	4.5	-	-	-	-	4.5
	Wolverhampton Metro Extension	5.1	1.9	-	-	-	7.1
	Metro Enabling and Other Works	12.0	2.2	0.4	-	0.3	14.9
Investment Programme - Rail	Rail - Camp Hill Line Local Enhancements (Package 2)	8.9	27.8	18.7	-	-	55.4
	Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	15.4	31.9	1.8	-	-	49.0
	Rail - Sutton Coldfield Gateway	0.1	21.3	-	-	-	21.3
	Rail - Snow Hill Lines	-	-	-	-	-	-
	Coventry South Package - Tile Hill Station Improvements	-	7.8	-	-	-	7.8
Investment Programme - Sprint	Sprint - Hagley Road Phase 1	4.2	-	-	-	-	4.2
	Sprint - Longbridge to Birmingham	0.2	17.2	11.0	13.4	0.7	42.5
	Sprint - Hall Green to Interchange via Solihull	-	0.2	7.3	5.7	8.9	22.1
	Sprint - Hagley Road Phase 2	0.2	12.8	10.7	27.6	28.5	79.8
	Sprint - Sutton Coldfield to Birmingham	0.0	25.9	-	-	-	25.9
<b>INVESTMENT PROGRAMME TOTAL</b>		<b>217.5</b>	<b>350.4</b>	<b>217.7</b>	<b>79.6</b>	<b>41.7</b>	<b>907.0</b>
CWG Programme	Sprint - A45 Birmingham to Airport and Solihull	38.1	1.1	11.8	11.7	-	62.7
	Sprint - A34 Walsall to Birmingham	24.1	0.4	15.2	11.6	-	51.3
	University Station Improvement Project	36.1	5.8	-	-	-	41.9
	Perry Barr Rail Station	16.8	4.3	-	-	-	21.1
	Regional Traffic Control Centre	10.2	2.8	-	-	-	13.0
<b>CWG PROGRAMME TOTAL</b>		<b>125.4</b>	<b>14.4</b>	<b>27.0</b>	<b>23.3</b>	<b>-</b>	<b>190.1</b>
Other Major Programmes	Dudley Interchange	5.8	13.9	-	-	-	19.7
	Cross City Bus - City Centre & Druids Heath	4.7	17.7	-	-	-	22.4
	Coventry City Electric Bus	4.9	20.6	9.3	13.6	6.5	55.0
	Future Mobility Zone	6.4	4.3	-	-	-	10.7
	A435 Alcester Rd Bus Priority Revitalisation	1.0	0.2	-	-	-	1.3
	West Midlands Cycle Hire Scheme	3.5	-	-	-	-	3.5
	Key Route Network Safety	1.1	-	-	-	-	1.1
	Connected and Autonomous Vehicles Testbed and Test Facilities	0.8	-	-	-	-	0.8
	Other Works	2.8	-	-	-	-	2.8
<b>OTHER MAJOR SCHEMES PROGRAMME TOTAL</b>		<b>31.1</b>	<b>56.6</b>	<b>9.3</b>	<b>13.6</b>	<b>6.5</b>	<b>117.2</b>
Minor Work Programme	Asset Management Programme	1.9	-	-	-	-	1.9
	Real Time Information Upgrades	1.1	0.3	-	-	-	1.4
	Better Streets Community Fund	1.5	-	-	-	-	1.5
	DfT Tackling Nitrogen Dioxide and Air Quality	0.5	0.1	0.0	0.0	-	0.7
	Strategic Transport Officer Group Top Slice	0.1	0.1	0.2	-	-	0.3
	ADEPT Live Lab / Autoplex	1.1	-	-	-	-	1.1
	Other Cycling Programmes	0.5	-	-	-	-	0.5
	Other Works	0.5	-	-	-	-	0.5
	<b>MINOR WORKS PROGRAMME TOTAL</b>		<b>7.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>-</b>
Grants to Local Authorities	Cycling Programme	3.5	12.2	-	-	-	15.6
	Major Road Network- Programme	2.0	9.0	-	-	-	11.0
	Birchley Island (Sandwell MBC)	-	1.0	-	-	-	1.0
	B4106 Spon End (Coventry CC)	3.8	1.7	-	-	-	5.5
	New St/High St/Victoria Sq Public Realm	4.1	0.9	-	-	-	5.0
<b>GRANTS TO LOCAL AUTHORITIES PROGRAMME TOTAL</b>		<b>13.3</b>	<b>24.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>38.1</b>
<b>TRANSPORT TOTAL</b>		<b>394.5</b>	<b>446.8</b>	<b>254.3</b>	<b>116.6</b>	<b>48.2</b>	<b>1,260.3</b>

**Appendix 7 - Housing and Land / Other Capital Programme**

<b>HOUSING AND LAND CAPITAL PROGRAMME (£M)</b>		<b>2021 / 2022</b>	<b>2022 / 2023</b>	<b>2023 / 2024</b>	<b>2024 / 2025</b>	<b>2025 / 2026</b>	<b>TOTAL</b>
IP Land	Brownfield Land & Property Development Fund (BLPDF)	13.1	5.3	0.1	0.1	0.0	18.5
Remediation	LPIF (Black Country Consortium)	7.8	17.1	33.3	20.1	20.1	98.5
Land Fund	Land Fund - Friar Park Sewage Disposal Works	1.5	1.7	3.1	-	-	6.2
	Land Fund - Caparo	0.9	0.8	0.4	0.6	-	2.6
	Land Fund - Icknield Port Loop Phase 2a & 2b	1.5	1.2	0.0	-	-	2.7
	Land Fund - Former Cookley Works, Brierley Hill	0.3	0.6	0.1	-	-	1.0
	Land Fund - Lioncourt Homes (Dev1) Ltd	0.2	0.4	0.1	-	-	0.6
	Land Fund - Dobbs Street, Wolverhampton	0.6	-	-	-	-	0.6
	Land Fund Acquisition - Abberley Street	0.6	0.0	-	-	-	0.6
	Land Fund - Aga Site	0.1	0.3	0.3	0.3	0.5	1.4
	Land Fund - Steelhouse Lane, Wolverhampton	0.4	0.0	-	-	-	0.4
	Land Fund - Portersfield	2.4	3.5	0.1	0.0	0.0	6.1
	Land Fund - Fountain Lane	2.2	0.8	0.9	0.1	-	3.9
	Land Fund - The Marches	4.6	0.0	0.0	0.0	0.0	4.7
	Land Fund - Harvestime	0.1	-	-	-	-	0.1
	Land Fund Acquisition - Cranford Way	0.2	-	-	-	-	0.2
	Land Fund Viability Programmes	4.9	3.4	2.3	0.3	0.3	11.2
	NCF - West Longbridge	4.2	2.3	0.0	0.0	0.0	6.5
	Land Fund - Pipeline	4.2	12.7	11.7	3.2	1.8	33.6
	National Competitive Fund - Pipeline	1.3	4.8	6.0	5.4	-	17.5
		Brownfield Land - Pipeline	7.8	18.4	21.0	21.0	15.8
<b>HOUSING AND REGENERATION PROGRAMME TOTAL</b>		<b>58.6</b>	<b>73.2</b>	<b>79.3</b>	<b>51.0</b>	<b>38.4</b>	<b>300.6</b>

<b>OTHER CAPITAL PROGRAMME (£M)</b>		<b>2021 / 2022</b>	<b>2022 / 2023</b>	<b>2023 / 2024</b>	<b>2024 / 2025</b>	<b>2025 / 2026</b>	<b>TOTAL</b>
5G		2.9	1.4	-	-	-	4.3
<b>OTHER TOTAL</b>		<b>2.9</b>	<b>1.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.3</b>

**Appendix 8 - Investment Programme Grants to Local Authorities**

<b>INVESTMENT PROGRAMME GRANTS TO LOCAL AUTHORITIES CAPITAL PROGRAMME (£M)</b>		<b>2021 / 2022</b>	<b>2022 / 2023</b>	<b>2023 / 2024</b>	<b>2024 / 2025</b>	<b>2025 / 2026</b>	<b>TOTAL</b>
Investment Programme	Coventry City Centre South Regeneration - City Centre	2.8	21.1	44.4	-	17.4	85.7
	Coventry City Centre South Regeneration - Friargate	21.5	14.6	4.7	1.5	-	42.4
	Coventry UKC Plus - Coventry Station Masterplan (CSMP)	17.4	2.0	-	-	-	19.4
	Coventry UKC Plus - UK City of Culture 2021 Regeneration	9.6	-	-	-	-	9.6
	Coventry UKC Plus - Coventry South Package	6.9	0.9	5.4	7.1	47.6	67.8
	Coventry UKC Plus - Coventry North Package	-	2.0	2.0	11.3	6.2	21.4
	Coventry UKC Plus - Very Light Rail: Transforming Connectivity	2.3	3.0	15.0	15.0	10.0	45.3
	UK Central Infrastructure Package - Programme Total	11.5	23.3	58.9	59.3	46.1	199.0
	Commonwealth Games	23.0	2.0	-	-	-	25.0
	UK Central HS2 Interchange - Programme Total	19.3	64.6	95.4	50.9	75.5	305.7
<b>IP GRANTS TO LOCAL AUTHORITIES</b>		<b>114.3</b>	<b>133.6</b>	<b>225.8</b>	<b>145.0</b>	<b>202.6</b>	<b>821.3</b>

Appendix 9

WMCA Investment Programme Financial Summary year ending 31 March 2021

## WMCA Investment Programme Financial Summary

Period Ending 31st March 2021

PROGRAMME	2020 / 2021 FULL YEAR			COST TO COMPLETION						
	BUDGET	FORECAST	VARIANCE	PRIOR PERIOD SPEND	2020/21 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN	TOTAL EXPECTED BUDGET	VARIANCE	
	£000	£000	£000	£000	£000	£000	£000	£000	£000	
COVENTRY UKC PLUS	113,191	67,382	45,810	61,277	67,382	582,629	711,288	704,851	(6,437)	
SPRINT PROGRAMME	54,302	17,154	37,148	12,287	17,154	304,814	334,254	334,515	260	
RAIL PROGRAMME	13,238	11,908	1,330	11,280	11,908	188,311	211,499	213,015	1,516	
METRO PROGRAMME	123,634	83,581	40,053	275,815	83,581	1,304,595	1,663,990	1,664,639	649	
UK CENTRAL INFRASTRUCTURE PACKAGE	117,784	36,524	81,260	44,299	36,524	1,300,951	1,381,774	1,386,688	4,913	
UK CENTRAL HS2 INTERCHANGE	74,870	10,498	64,372	17,396	10,498	502,230	530,123	529,563	(561)	
CURZON STREET STATION MASTERPLAN	5,169	4,899	270	7,059	4,899	541,890	553,848	553,848	-	
NATIONAL COLLEGE FOR HIGH SPEED RAIL	-	-	-	25,553	-	-	25,553	25,553	-	
HIGH SPEED SUPPLY CHAIN & BUSINESS SUPPORT	-	-	-	11,270	-	338,730	350,000	350,000	-	
<b>HS2 GROWTH STRATEGY TOTAL</b>	<b>502,188</b>	<b>231,945</b>	<b>270,243</b>	<b>466,236</b>	<b>231,945</b>	<b>5,064,149</b>	<b>5,762,330</b>	<b>5,762,671</b>	<b>341</b>	
COVENTRY CITY CENTRE SOUTH REGENERATION	19,864	11,237	8,627	27,854	11,237	290,723	329,814	342,938	13,124	
INNOVATION PROGRAMME	14,601	12,259	2,341	11,703	12,259	171,037	195,000	195,000	-	
LAND RECLAMATION AND REMEDIATION	49,727	9,313	40,414	36,708	9,313	153,979	200,000	200,000	-	
COMMONWEALTH GAMES 2022	37,442	37,442	-	-	37,442	35,092	72,534	72,534	-	
EMPLOYMENT, EDUCATION & SKILLS	444	305	139	342	305	19,352	20,000	20,000	-	
TOURISM, TRADE AND INVESTMENT PROGRAMME	-	1,573	(1,573)	-	1,573	22,375	23,948	-	(23,948)	
COLLECTIVE INVESTMENT FUND	54,307	16,679	37,628	43,949	16,679	939,372	1,000,000	1,000,000	-	
DEVOLVED TRANSPORT INVESTMENT	-	-	-	-	-	1,299,000	1,299,000	1,299,000	-	
EZ EXPANSION EXCLUDING CURZON STREET	-	-	-	-	-	20,000	20,000	20,000	-	
<b>OTHER INVESTMENT PROGRAMME SCHEMES</b>	<b>176,384</b>	<b>88,808</b>	<b>87,576</b>	<b>120,556</b>	<b>88,808</b>	<b>2,950,931</b>	<b>3,160,295</b>	<b>3,149,472</b>	<b>(10,824)</b>	
<b>GRAND TOTAL</b>	<b>678,573</b>	<b>320,753</b>	<b>357,819</b>	<b>586,792</b>	<b>320,753</b>	<b>8,015,080</b>	<b>8,922,625</b>	<b>8,912,143</b>	<b>(10,482)</b>	

## Appendix 9 (Continued)

WMCA Investment Programme Financial Commentary for the year ending 31 March 2021

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 continuously being assessed by the accountable bodies, with each respective delivery organisation being required to manage the schemes within the funding available to them.

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 19th March 2021, the WMCA Board agreed to revise the WMCA Investment Programme affordable limit from £801 million to £871m. Programmes that are funded from the Investment Programme beyond the current affordable limit are amber status.

Prior period spends and current year forecasts for the UK Central Infrastructure programme have been revised based upon updates provided by Highways England in respect of the M42 Junction 6 Improvements project. This project is being delivered and funded as part of the National Highways England Programme.

The forecast spend for 2020/21 takes into account the re-profiling of expenditure in response to COVID-19, which is not considered to have an impact on the overall delivery of the projects.

Commentary concerning specific programme level variances is provided below:

### Coventry UKC Plus (£45.8m)

- Coventry Station Masterplan accounts for £15.5m of the variance. The variance represents project slippage in respect of onsite construction affected by COVID-19 restrictions (particularly within Q1 20-21). Spend was also briefly slowed as a Change Request was approved by WMCA Investment Board on 11 January 2021 in respect of funding for the Bay platform component of the scheme. Construction work is now continuing at pace and the outputs from the project are not expected to be materially affected.
- Coventry Light Rail comprises approximately £7.0m of the observed variance, primarily caused by a contractor closure during the first UK national lockdown in Q1 20-21 and material supply issues for the prototype vehicle. A compressed build schedule has been implemented and project outputs are not expected to be materially affected by the variance.
- Coventry City of Culture Regeneration - £9.6m. Variance primarily due to a closure of Coventry City Centre construction sites (Retail Quarter, Greyfriar Lane, and Pool Meadow/White Street) during the first national lockdown and work volume as a result of social distancing measures. The project completion date has been slightly deferred but all other outputs remain unchanged.

### Metro Programme (£40.1m)

- Birmingham Eastside Extension (10.6m) - Variance due to deferred utility works whilst Development Agreement is finalised. These costs will now be incurred in 21/22.
- Wednesbury to Brierley Hill Extension (£18.3m) - Variance predominantly caused by COVID-19 disruption, as utility works did not commence as scheduled due to some utility undertakers responding only to emergency works in Q1 20-21. Construction work was also affected by the acquisition of the Railway Corridor, which was agreed on 10th July 2020.

### UK Central Infrastructure Package (£81.2m)

- Gross spend variance has resulted from amendment to the prior period spend and current year forecasts based upon updates provided by Highways England in respect of the M42 Junction 6 Improvements project. This project is being delivered and funded as part of the National Highways England Programme.

### UK Central HS2 Interchange (£64.4m)

- The UGC (100% subsidiary of SMBC) has undertaken a programme-wide rescope and review of the UKC HS2 Interchange programme.

During the year 2020/21, UGC has submitted business cases applying for WMCA IP funding for the following projects to date:

- Automated People Mover (APM) Route Realignment;
- Hub Movement and Connectivity; and
- Arden Cross Multi-Storey Car Park.

HS2 Ltd is the main contractor for delivery of some of the projects within the programme. Spend on the UKC HS2 Interchange programme is somewhat dependent upon the progress of base case projects, which in some instances are pre-requisites to work on the UK Central HS2 Interchange programme being able to commence.

### Land Reclamation and Remediation (£40.4m)

- Land and Property Investment Fund (£20.6m) - The project life forecast has been adjusted based on a Change Request submission approved by WMCA Investment Board on Monday 14th December 2020, which allowed the project costs and timeline to be re-profiled up to March 2025.

There is no change to the gross nominal value of Investment Programme grant funding for the project, (£53.04m approved to date of an expected £150.00m).

The Phoenix 10 manufacturing site scheme is the most significant scheme within the project to be deferred from 20/21. Additional match funding has been secured for Phoenix 10. Therefore, the WMCA LPIF contribution will be reduced for Phoenix 10 and applied to other schemes. This will result in slippage into 2021-22.

Match funding has been secured and drawn within 20/21 against the i54 Western Extension and Dudley Brownfields schemes.

The accountable body does not expect this variance to affect the end output of the project.

## Appendix 10

### WMCA Investment Programme Commitment Profile as at 31st March 2021

£m	Total Expected Approvals	Approved Commitments	Actual Spend
UK Central HS2 Interchange	398.0	65.4	25.4
UK Central Infrastructure Package	288.0	34.2	16.4
Sprint Programme	217.4	47.0	11.9
Rail Programme	119.6	62.5	12.8
Metro Programme	119.8	119.8	94.3
Coventry Electric Bus City	5.0	5.0	0.0
Coventry Station Masterplan (CSMP)	39.4	39.4	14.7
Coventry City of Culture Trust (2021)	4.0	4.0	2.7
Coventry UKC Plus - Very Light Rail: 'Transforming Connectivity'	55.0	12.2	9.3
Coventry North Package	21.6	0.2	0.2
Coventry South Package	136.5	7.4	0.3
Wednesbury to Brierley Hill Metro Extension	103.0	103.0	0.0
Coventry UKC Plus - UK City of Culture 2021 Regeneration	31.6	31.6	18.8
<b>SUB TOTAL HS2 GROWTH STRATEGY</b>	<b>1,538.9</b>	<b>531.8</b>	<b>206.9</b>
Coventry City Centre South Regeneration	150.0	150.0	19.7
Innovation Programme	50.0	16.1	8.1
Land Reclamation and Remediation	200.0	103.0	41.2
Commonwealth Games 2022	25.0	25.0	0.0
Employment, Education & Skills	20.0	1.3	0.6
Tourism, Trade and Investment Programme	2.6	2.6	0.0
Regional Recovery & Risks	35.5	5.1	0.0
<b>OTHER INVESTMENT PROGRAMME</b>	<b>483.1</b>	<b>303.1</b>	<b>69.7</b>
<b>TOTAL</b>	<b>2,022.0</b>	<b>834.9</b>	<b>276.6</b>

The above approved commitments exclude the following provisional 'ear-marked' commitments agreed by WMCA Board in March 2021. These commitments will be crystallised following the approval of further report/s to WMCA Board detailing the precise requirement for the expenditure to be incurred:

WMCA Revenue Budget Risks (21/22) **£10m**

WMCA Capital Budget Risks **£5m**

**£15.4m** remains uncommitted. Against this sum, there are two proposals proceeding through the WMCA Assurance Framework. The Wolverhampton CoW Tech proposal will be presented to Investment Board on 29 June 2021, with a Final Business Case due to be presented to WMCA Board on 23 July 2021. Also, the 'Co-invest' business support

proposal is undergoing initial assurance reviews and will be presented to WMCA Board in due course.

## Appendix 11

<b>WMCA Balance Sheet as at 31 March 2021</b>			
	<b>31 March 2021 £'000</b>	<b>28 February 2021 £'000</b>	<b>Movement £'000</b>
Property, plant and equipment	496,874	481,201	15,673
Intangible assets	1,594	-	1,594
Investments	19,039	19,047	(8)
Loan Receivables	15,951	18,000	(2,049)
<b>Long-term assets</b>	<b>533,458</b>	<b>518,248</b>	<b>15,210</b>
Debtors	56,381	51,540	4,841
Short-term deposits	248,300	200,800	47,500
Cash and bank	1,813	313	1,500
<b>Current assets</b>	<b>306,494</b>	<b>252,653</b>	<b>53,841</b>
Loans - interest due	(1,637)	(1,750)	113
Short-term creditors/accruals	(111,860)	(101,449)	(10,411)
<b>Current liabilities</b>	<b>(113,497)</b>	<b>(103,199)</b>	<b>(10,298)</b>
<b>Net current assets</b>	<b>192,997</b>	<b>149,455</b>	<b>43,542</b>
Provisions	(4,305)	(2,699)	(1,606)
PWLB	(108,431)	(108,431)	-
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(5,595)	(6,427)	832
Grants receipts in advance	(350,116)	(283,615)	(66,501)
<b>Long-term liabilities</b>	<b>(478,447)</b>	<b>(411,172)</b>	<b>(67,275)</b>
<b>Net assets</b>	<b>248,008</b>	<b>256,531</b>	<b>(8,523)</b>
General fund balance	2,348	6,173	(3,825)
Earmarked reserves	183,696	201,005	(17,309)
Capital grants unapplied reserve	1,841	1,841	-
<b>Usable reserves</b>	<b>187,885</b>	<b>209,019</b>	<b>(21,134)</b>
Revaluation reserve	6,319	6,514	(195)
Deferred capital grants account	507,027	489,566	17,461
Capital financing account	(449,805)	(448,072)	(1,733)
Financial Instruments Adjustment Account	(2,388)	-	(2,388)
Accumulated absences account	(1,030)	(496)	(534)
<b>Unusable reserves</b>	<b>60,123</b>	<b>47,512</b>	<b>12,611</b>
<b>Total reserves</b>	<b>248,008</b>	<b>256,531</b>	<b>(8,523)</b>
<p>The WMCA Balance Sheet reflects a healthy financial position. Main changes since February reflect TfWM capital spend and work-in-progress funded mainly by grants in advance, resulting in an increase of £17.3m net of depreciation in property, plant and equipment and intangible assets.</p> <p>The increase in short-term deposits and cash and bank is largely due to the receipt of the DfT All-Electric Bus Town or City (AEBT) grant offset by the payments in respect of Adult Education Budget, Investment Programme and Metro extension schemes. Correspondingly, the AEBT grant contributed to the increase in grants receipts in advance whilst Adult Education Budget and Investment Programme payments contributed to the decrease in earmarked reserves.</p> <p>Short-term creditors/accruals have increased mainly due to accelerated spending on Coventry UKC Plus and Coventry City Centre regeneration as physical construction on these capital projects gain momentum and claims received for the Brownfield Land &amp; Property Development Fund (BLPDF).</p>			

## Appendix 12 Treasury Management Strategy – March 2021

### 1.0 Introduction

1.1 The report provides an update on the West Midlands Combined Authority Treasury Management Outturn 2020/21 and is being submitted as a requirement under the CIPFA Treasury Management Code.

### 2.0 Treasury Management Outturn 2020/21

2.1 Table 1 shows WMCA borrowing and investments held at 1 April 2020 and 31 March 2021. It shows that net *borrowing* decreased by £176.02m to leave a net *investment* position of £124.27m. This was mostly as a result of PWLB debt maturity of £5.00m in December 2020 and an increase in investment balances following the receipt of Government Grants during the year, notably Land Fund and All-Electric Bus City.

**Table 1: Borrowing and Investments**

£M	As at 1 April 2020	Movement in Year	As at 31 March 2021	Notes
Gross Borrowing	(130.20)	6.17	(124.03)	PWLB Loan Maturity Dec 2020 (£5m)
Gross Investments	78.45	169.85	248.30	Receipt of Government Grants in advance (Land Fund / All-Electric Bus City)
Net (Borrowing) / Investments	(51.75)	176.02	124.27	

### 3.0 Borrowing Activity

3.1 Effective cash flow management and the use of grants received in advance have minimised borrowing. As a result, no new borrowing was undertaken in 2020/21 to meet financing requirements. Current forecasts suggest the WMCA will be required to borrow in 2021/22 as Investment Programme delivery intensifies.

### 4.0 Historic Borrowing

4.1 WMCA's historic borrowing is from three sources: HM Treasury's Lending Facility -Public Works Loan Board (PWLB), Barclays Bank and inherited West Midlands County Council Debt which is administered on behalf of the Constituent Local Authorities by Dudley MBC.

- 4.2 The majority of loans are maturity loans, where the principal is repayable at the maturity date, apart from two PWLB loans and the inherited debt which both incur payments against the principal annually.
- 4.3 During 2020/21 one PWLB loan matured in December 2020 at a cost of £5m and there were some modest repayments of principal against the two PWLB annuity loans. There was also a principal repayment of £0.833m against the West Midlands County Council debt, which has five more annual instalments to pay before being repaid in full.
- 4.4 It should be noted that the Finance Director continues to review the opportunities to reschedule debt but throughout 2020/21, the premium applied to early repayment of PWLB loans have been too onerous to be beneficial.
- 4.5 Table 2 shows borrowing held at 1 April 2020 and 31 March 2021. It shows that borrowing has decreased by £6m due principal repayments as previously detailed.

**Table 2 Outstanding debt as at 31 March 2021**

£m	As at 1 April 2020	In Year		As at 31 March 2021	Notes
		<b>Repaid</b>	<b>Raised</b>		
PWLB	113.77	(5.33)	0.00	108.44	£5m loan maturity Dec 2020
Barclays	10.00	0.00	0.00	10.00	No change
WM County Council (Inherited Debt)	6.43	(0.83)	0.00	5.59	Annual repayment of principal
<b>Total Long Term Borrowing</b>	<b>130.20</b>	<b>(6.16)</b>	<b>0.00</b>	<b>124.03</b>	

- 4.6 The cost of servicing WMCA debt was £6.43m as detailed in Table 3. This equates to an average annual interest rate of circa 5.00% when set against the average loan balance during the year of £128m.

**Table 3 Cost of Borrowing**

£m	Interest Paid 2020/21
PWLB	5.594
Barclays	0.403
WM County Council (Inherited Debt)	0.431
<b>Total Interest 2020/21</b>	<b>6.428</b>

## 5.0 Future borrowing / capital programme

- 5.1 Table 4 details the future capital expenditure forecasts as included within the 2021/22 Treasury Management Strategy and agreed by WMCA Board in February 2021.

- 5.2 This shows it is expected there will be a need to fund projects from borrowing up to £200m in 2021/22 with that value increasing subject to WMCA being able to unlock additional income to support the Investment Programme.
- 5.3 Actual debt taken out will be wholly subject to the capital programme being delivered in line with the schedules used to inform the numbers below and the degree to which WMCA is in receipt of available cash resources, which are used in advance of borrowing in order to avoid unnecessary interest costs.

**Table 4 Capital Expenditure and Debt Forecasts**

WMCA Capital Programme Funding (£M)		2021/22	2022/23	2023/24	2024/25	2025/26	Total
Funded by	Investment Programme	187.3	194.4	13.2	0.4	17.4	412.7
	Debt						
	TfWM Debt	12.7	18.4	146.0	34.9	-2.0	210.0
	Grants	379.0	184.4	3.1	1.5	14.3	582.3
	Other*	26.1	366.1	218.6	272.2	208.3	1,091.3
<b>TOTAL FUNDING</b>		<b>605.2</b>	<b>763.3</b>	<b>380.9</b>	<b>308.9</b>	<b>238.0</b>	<b>2,296.4</b>

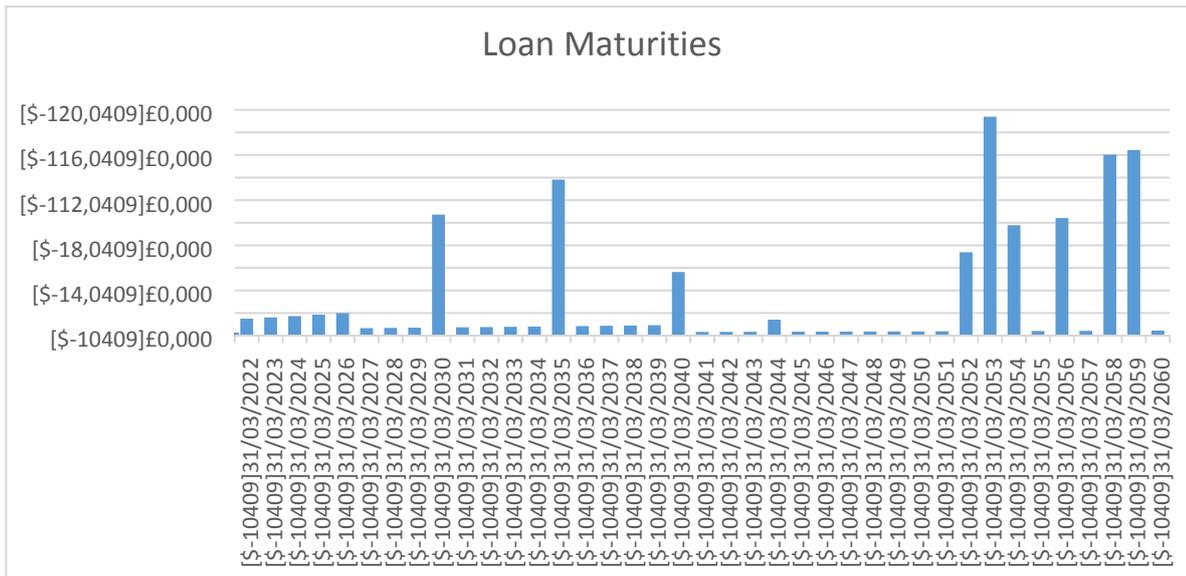
\* Provisional expenditure estimates for Investment Programme and other projects which are subject to WMCA raising additional income or yet to have the funding package fully secured.

## 6.0 Long Term Debt Profile

- 6.1 Table 5 details the maturity profile of WMCA's existing debt. These are the dates upon which loans are due to be repaid and the most common, best practice approach within Local Authorities is to ensure a relatively even spread of maturities across the horizon to ensure the Authority is not exposed to the risk of refinancing a large amount of debt in any one particular financial year.
- 6.2 The table shows that following the £5m repaid in 2020/21, no significant debt maturities are due until 2030/31 (£10m) and then 2035/36 (£14m). Of the £124m outstanding, £78m falls due in the eight years commencing 2052. New borrowings taken out by WMCA will therefore be likely to avoid this period when selecting a maturity point.

**Table 5 Debt Maturity Profile**

Maturity	Value £m
Less than 1 year	1.27
1 to 2 years	1.38
2 to 5 years	4.86
5 to 10 years	12.33
Over 10 years	104.19
<b>Total</b>	<b>124.03</b>



## 7.0 Investment Activity

- 7.1 For the 12-month ending 31 March, all short term investments (excluding loans made under the Commercial and Residential Investment Portfolios) made a return of £0.43m at an average rate of approximately 0.20%.
- 7.2 All treasury management activities undertaken during 2020/21 complied fully with the CIPFA Code of Practice and the Authority's approved Treasury Management Strategy. Investments are placed directly with financial institutions, or using various brokers: ITS, Tradition, Prebon, Martin Brokers, BGC and King & Shaxson. Investments held as at the 31st March 2021 were as set in Table 7 below:

**Table 7 Short Term Investments as at 31 March 2021**

Counterparty	Investment Type	Value (£m)	Interest Rate	Maturity Date
Blackburn with Darwen Borough Council	Fixed	7.00	0.35	10/08/21
West Dunbartonshire Council	Fixed	5.00	0.27	15/12/21
Cornwall Council	Fixed	10.00	0.05	06/04/21
Birmingham City Council	Fixed	10.00	0.18	01/06/21
Conwy County Borough Council	Fixed	2.00	0.04	23/04/21
Aberdeen City Council	Fixed	5.00	0.12	06/10/21
East Dunbartonshire Council	Fixed	5.00	0.11	22/11/21
Aberdeenshire Council	Fixed	5.00	0.17	13/12/21
Slough Borough Council	Fixed	5.00	0.10	27/09/21
Conwy County Borough Council	Fixed	5.00	0.07	19/08/21
Windsor and Maidenhead Royal Borough Council	Fixed	5.00	0.07	26/05/21
Trafford Metropolitan Borough Council	Fixed	6.70	0.07	30/11/21
Middlesbrough Council	Fixed	5.00	0.05	30/07/21
Armagh City Banbridge and Craigavon Borough Council	Fixed	4.00	0.08	02/06/21
Coventry City Council	Fixed	15.00	0.05	06/04/21

South Somerset District Council	Fixed	6.00	0.06	25/05/21
West Dunbartonshire Council	Fixed	5.00	0.06	29/10/21
LB Southwark	Fixed	10.00	0.05	30/09/21
Brentwood Borough Council	Fixed	10.00	0.10	07/01/22
Liverpool City Council	Fixed	10.00	0.07	31/12/21
HSBC Money Market Fund	Variable	20.00	0.00	N/A
CCLA Money Market Fund	Variable	20.00	0.04	N/A
Federated Hermes Money Market Fund	Variable	20.00	0.01	N/A
HSBC UK (Overnight)	Variable	12.60	0.01	N/A
Lloyds Banking Group	Variable	20.00	0.01	N/A
Santander UK	Variable	20.00	0.08	N/A
<b>Total Short-Term Investments</b>		<b>248.30</b>		

## 8.0 Performance Measurement and Prudential Indicators

8.1 The WMCA treasury management function participates in a local benchmarking group which compares WMCA's treasury management performance with other local authorities, to ensure that relative to other local authorities the Authority is achieving a fair investment return without any undue risk. Performance is also regularly reviewed at the monthly Treasury Management Group.

8.2 One of the key requirements in the CIPFA Code of Practice on Treasury Management is the formal introduction of performance measurement relating to investments, debt and capital financing activities. The key indicators are set out below:

8.3 Security: WMCA has adopted a voluntary measure of its exposure to credit risk by monitoring the value-weighted average credit rating of its investment portfolio. This is calculated by applying a score to each investment (AAA=1, AA+=2, etc.) and taking the arithmetic average, weighted by the size of each investment. Unrated investments are assigned a score based on their perceived risk

	Actual	Target	Complied?
Portfolio Average Credit	A+	A-	Yes

8.4 **Liquidity:** WMCA has adopted a voluntary measure of its exposure to liquidity risk by monitoring the amount of cash available to meet unexpected payments within a rolling three-month period, without additional borrowing

Liquidity Risk Indicator	Actual	Target	Complied?
Total Cash Available within 3 months	£113m	£50m	Yes

8.5 **Maturity Structure of Borrowing:** This indicator is set to control the Authority's exposure to refinancing risk. The upper and lower limits on the maturity structure of all borrowing were:

	31.3.21 Actual	Upper Limit	Lower Limit	Complied?

Under 12 months	1%	15%	0%	Yes
12 months and within 24 months	1%	20%	0%	Yes
24 months and within 5 years	4%	20%	0%	Yes
5 years and within 10 years	10%	20%	0%	Yes
10 years and above	84%	25%	25%	No <sup>1</sup>

<sup>1</sup> As noted in 6.2, of WMCA's £124m outstanding borrowing, £78m falls due in the eight years commencing 2052. New borrowings taken out by WMCA will therefore be likely to avoid this period when selecting a maturity point.

8.6 Time periods start on the first day of each financial year. The maturity date of borrowing is the earliest date on which the lender can demand repayment.

Of the £124m outstanding, £78m falls due in the eight years commencing 2052. New borrowings taken out by WMCA will therefore be likely to avoid this period when selecting a maturity point.

8.7 **Principal Sums Invested for Periods Longer than a Year** The purpose of this indicator is to control the Authority's exposure to the risk of incurring losses by seeking early repayment of its investments. The limits on the long-term principal sum

	2020/21	2021/22	2022/23
Actual principal invested beyond year end	-	-	-
Limit on principal invested beyond year end	£10m	£10m	£10m
Complied?	Yes	Yes	Yes

## 9.0 Non Treasury Investments

9.1 The definition of investments in CIPFA's revised Treasury Management Code covers all the financial assets of WMCA as well as other non-financial assets which an Authority may hold primarily for financial return. This is replicated in the Investment Guidance issued by Ministry of Housing, Communities and Local Government's (MHCLG), in which the definition of investments is further broadened to also include all such assets held partially for financial return.

9.2 Whilst WMCA does make loans to developers under the Commercial and Residential Investment Funds, the core objective of such investments is not financial return, but economic regeneration.

9.3 As at 31 March 2020 WMCA had £19.6m on loan to developers. During the 2020/21 financial year and after accounting the for the costs of provisions under IFRS accounting standards, the investments were cost neutral to the overall income and expenditure statement of WMCA.

## 10.0 Compliance

- 10.1 The Finance Director reports that all treasury management activities undertaken during the year complied fully with the CIPFA Code of Practice and the Authority's approved Treasury Management Strategy.

## **11.0 Treasury Management Strategy**

- 11.1 The Treasury Management Strategy for 2021/22 has been underpinned by the adoption of the Chartered Institute of Public Finance and Accountancy (CIPFA) Code of Practice on Treasury Management. Treasury Management is defined as: "The management of local authority's investment and cash flows, its banking, money market and capital transactions; effective control of risk associated with those activities; and the pursuit of optimum performance consistent with those risks."

The Treasury Management Strategy is reviewed regularly and amended throughout the year to reflect changes in the financial markets and economic climate.

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## WMCA Board

<b>Date</b>	25 June 2021
<b>Report title</b>	Commonwealth Games Transport Plan (Draft)
<b>Portfolio Lead</b>	Transport - Councillor Ian Ward
<b>Accountable Chief Executive</b>	Laura Shoaf, Interim Chief Executive, West Midlands Combined Authority email: <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a> tel: (0121) 214 7444
<b>Accountable Employee</b>	Anne Shaw, Director of Network Resilience email: <a href="mailto:anne.shaw@tfwm.org.uk">anne.shaw@tfwm.org.uk</a> tel: (0121) 214 7881
<b>Report has been considered by</b>	Strategic Transport Officers Group - 12 April Organising Committee Board - 12 May CWG's Joint Transport Group - 18 May

**Recommendation(s) for action or decision:**

**The WMCA Board is recommended to:**

Approve the draft Games Transport Plan, attached in appendix A, for consultation and engagement commencing June to September 2021.

## 1. Purpose

1.1 In October 2020, in line with s.25(1) of the Birmingham Commonwealth Games Act<sup>1</sup>, the Secretary of State for Transport formally directed the West Midlands Combined Authority to prepare a Games Transport Plan (GTP) for the 2022 Commonwealth Games. TfWM have now prepared a draft of the GTP for consultation and engagement.

## 2. Background

2.1 In 2019, WMCA Board agreed the guiding principles for Games transport in a draft Games Strategic Transport Plan<sup>2</sup> following an engagement exercise to gather feedback from residents, business and wider games partners.

2.2 The guiding principles are:

- Clean and Green: a public transport Games
- Safe, secure, efficient and reliable
- Long term benefits (creating a legacy for through Transport)
- Minimise disruption to users
- Access for all

2.3 During 2020 there has been a considerable amount of planning undertaken in preparation for the games including conformation of venues, the sports and events programme and spectator requirements. This has enabled the development of the games transport plan in response to these principles. It provides a more detailed framework for a more detailed transport plan which provides guidance and information on the transport arrangements during the Games.

2.4 The GTP has been produced by Transport for West Midlands, part of the WMCA, in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee. There has also been continued close working with Local Authorities and key transport partners including Department for Transport, West Midlands Police and other host Local Authority venue partners.

2.5 This GTP is a draft for consultation and is based on the latest information available at the time of writing. Several other plans and strategies at a regional, local authority or games specific plans are critical to the final GTP and will be reflected in the final version of the GTP which is due to come back to the WMCA board for approval in January 2022.

## 3. The Games Transport Plan

3.1 The purpose of the GTP is twofold. Firstly, it informs the public and businesses of our approach to transport planning and provides guidance and information on the arrangements during the Games. This aims to give confidence that we are joining up with relevant partners to provide safe, secure, reliable and efficient transport during the Games.

3.2 Secondly, the GTP sets the context for transport planning and cooperation, formally capturing the commitment by the relevant authorities to deliver the transport interventions that will be required.

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<sup>1</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

<sup>2</sup> [b2022-draft-games-strategic-transport-plan\\_sp.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk)

- 3.3 More detailed operational planning will follow and will continue to be developed right up to the Games - ensuring the transport provisions are the best they can be for residents, visitors and businesses.
- 3.4 The GTP sets out the approach to the planning, delivery and management of transport services during the Games and explains the need for restrictions such as those placed on vehicles accessing and parking on roads to get people to events and to minimise the wider impact. The GTP does not however, define where or what exactly these restrictions will be. details such as these will follow in documents such as the Local Area Traffic Management and Parking plans which will be subject to separate informal and statutory consultation with residents and businesses.
- 3.5 Before final approval planned for January 2022, the GTP will be updated to reflect changes made as a result of the consultation and engagement exercise. It will also be updated to take account of the ongoing detailed planning.

#### **4. Consultation and Engagement of the GTP**

- 4.1 Under the Birmingham Commonwealth Games Act<sup>3</sup>, we are required to consult with a list of key stakeholders. We will also look to engage more widely with the general public and other stakeholders to ensure they are informed and aware of the content set out in the GTP.

##### *Consultation*

- 4.2 All consultation activity will take place from June to September 2021 - all stakeholders on the statutory consultation list will be asked to provide their feedback on the content of the GTP. Their comments and feedback will be considered in the final version of the GTP.

##### *Engagement*

- 4.3 Once the statutory stakeholders have been briefed, a public engagement campaign will begin from July to September 2021. This will focus on engaging residents and businesses to make them aware of the content of the GTP and to seek any further views. All views relevant to the specifics of the GTP will be taken into consideration when finalising the GTP.

#### **5. Financial Implications**

- 5.1 There are no financial implications directly arising from this work, which is being funded by the Organising Committee, Birmingham2022 Budget.

#### **6. Legal Implications**

- 6.1 The Commonwealth Games Act<sup>4</sup> creates new temporary responsibilities to support the planning and delivery of transport operations for the Games.
- 6.2 Under the Commonwealth Games Act, we are required to consult with a list of key stakeholders.

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<sup>3</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

<sup>4</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

6.3 Although there is no duty to carry out a public consultation, we recognise the importance of keeping the public informed and aware of the GTP. Therefore, we will be undertaking public engagement activity to keep residents and businesses informed with the content of the GTP.

## **7. Impact on Delivery of Strategic Transport Plan**

7.1 The impact of the contents of the GTP supports the delivery of the 15 Strategic Transport Plan Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
- The Local Tier
- Smart Mobility Tier

7.2 The policies within the current Strategic Transport Plan are supported and fully aligned with the GTP and these include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods;
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections;
- Policy 5 - To help make economic centres attractive places where people wish to be;
- Policy 6 - To improve connections to areas of deprivation;
- Policy 7 - To ensure the affordability of public transport for people accessing skills and entering employment;
- Policy 8 - To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections;
- Policy 9 - To significantly improve the quality of the natural and historic environment and create attractive local environments;
- Policy 10 - To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system;
- Policy 11 - To significantly increase the amount of active travel in the West Midlands Metropolitan Area;
- Policy 13 - To assist with the reduction of health inequalities in the West Midlands Metropolitan Area.

## **8. Equalities Implications**

8.1 The GTP outlines how equality and accessibility have been considered throughout the transport planning for the Games.

- 8.2 Also, to support the delivery of accessible transport services during the Games, an Equality Impact Assessment (EqIA) has been undertaken. The EqIA has outlined the key potential barriers to equal accessibility during the Games and presents an 'Action Plan' of all the practical measures required to promote inclusion and prevent any adverse impacts. The EqIA can be found attached in Appendix B.
- 8.3 The GTP Communication and Engagement strategy has also been designed to reach a broad and diverse audience. Community, faith and outreach partnerships will be used to help communicate key messages to the harder to reach groups. In addition we will be using established business forums through the Chambers and LEP's to ensure effective engagement. Likewise, TfWM's existing partnerships will also ensure our communications are accessible and tailored to different audiences to encourage wider engagement.
- 8.4 Birmingham 2022 has also developed a Games-wide Accessibility and Inclusion Commitment Report<sup>5</sup> which is informing the consultation and engagement plans.

## **9. Inclusive Growth Implications**

- 9.1 The GTP builds upon the visions and aims set out in the Strategic Transport Plan, 'Movement for Growth' and places the importance of equality and accessibility strongly at the heart of the GTP. The Games is a unique opportunity to create a positive transport legacy of increased sustainability, improved public transport infrastructure and reduced dependency on private car journeys across the West Midlands.
- 9.2 The accelerated delivery of transport infrastructure will help us deliver our vision of a better-connected region. Driven in part by planning for the Games, closer partnership working and improvements to our data collection, management and dissemination will enable a seamlessly integrated transport network to operate throughout Games time and beyond - to maximise opportunities for sustainable and active travel.
- 9.3 Accurate, reliable information will also allow residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.
- 9.4 It should also be noted that Covid-19 has exacerbated many already underlying inequalities – be it socioeconomic or health. Evidence now demonstrates how vulnerable groups are suffering more – which are then further exacerbated as we move into Recovery. These present a significant challenge for delivering Inclusive Growth and there is even more of a need now to consider how best to use the GTP and the opportunities gained from it, to ensure all WMCA transport investment drives more inclusive and sustainable growth and delivers on enhancing accessibility to vital opportunities.
- 9.5 Such opportunities and improvements to infrastructure will enable more people to take up active travel, increase levels of physical activity, improve their overall wellbeing and gain employment opportunities from the CWG through improved accessibility. These opportunities can help us tackle some of the most challenging issues we face as a region by increasing employment, training and volunteering opportunities, improving air quality, combatting climate change, reducing congestion and increasing the health and socio-economic well-being of our communities.

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<sup>5</sup> [Microsoft Word - Accessibility and Inclusion Commitment - Version 0.6 .1 \(birmingham2022.com\)](#)

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

10.1 Whilst the content of the GTP will be most relevant to those areas hosting a Commonwealth Games event, it will also be relevant to the wider WMCA footprint which will provide the connectivity on roads and public transport across the region.

## **11. Other Implications**

11.1 There are no other implications identified as a consequence of this report.

## **12. Schedule of Background Papers**

12.1 Appendix A - Draft Games Transport Plan

12.2 Appendix B - Commonwealth Games Transport Plan Equality Impacts Assessment



# GAMES TRANSPORT PLAN

# CONTENTS

Foreword	3
Introduction	4
Purpose of Document	6
Policy and Strategy Background	7
The Games Birmingham 2022	10
The Transport Strategy	14
Transport during the Games	20
Games Family Transportation	51
Creating a Transport Legacy for All	60
Consultation and Engagement	62
Appendix A	64
Appendix B	65

# 1. FOREWORD

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people. The region has a rich history and a diverse economy with specialisms in creative industries, finance and manufacturing.

In recent years, the West Midlands has been going through a renaissance, with significant investment in housing, transport and jobs. The region has real ambition to play its part on the world stage to tackle climate change and has already set challenging targets.

Birmingham, the heart of the Birmingham 2022 Commonwealth Games, is a vibrant city that is well known for providing a warm welcome to people of all backgrounds and heritage. It is therefore fitting that the city and region will be hosting the Games, when we will welcome athletes from 72 different nations and territories.

Over one million spectators are expected to attend the event. Safe and efficient transport that is easy to use from their home to their seat will be key to their relaxation and enjoyment of the event. Many of these will be local people enjoying this sporting and cultural spectacle, well used to the travel options available but many will come from across the country and the globe, perhaps visiting for the first time.

Transport plays an essential part of a successful Games, especially as we also want to ensure that the daily travel needs of residents from the West Midlands region continue to be met and improved. With this challenge in mind, Transport for West Midlands (part of the West Midlands Combined Authority) and Birmingham City Council have been working together with the Department for Digital, Culture, Media and Sport, the event Organising Committee (OC) and transport partners to deliver a programme of transport improvements, not just for the Games but for the future benefit of the whole region.

In 2019 we set out our guiding principles for Games transport in a draft Games Strategic Transport Plan , a plan which gained widespread support and set us on the path to our more detailed planning arrangements. The Games Transport Plan is the next step, a more detailed plan which provides guidance and information on the arrangements during the Games for residents, businesses and visitors. More tailored information will be provided to spectators nearer the event as part of their event ticket and detailed plans will continue to be consulted on and developed right up to the Games, ensuring that transport is the best that it can be for residents, businesses and visitors alike.

With the eyes of the world on Birmingham, our key priority will be to ensure that the region is always kept moving and that every athlete and spectator arrives at their event in plenty of time. Our aim is that the Games are fully inclusive, accessible and as sustainable as possible. We are investing in measures to get as many people walking, cycling or using public transport as their preferred and available means of transport, both to the event and in the longer term as a positive legacy from these Games. This includes rebuilding confidence in sustainable travel and encouraging as many people as possible to take active travel forms of transport (such as walking and cycling) to increase their levels of physical activity and wellbeing as we emerge from Covid-19 restrictions.

Overall, the Games provides a fantastic opportunity to put Birmingham and the wider West Midlands on the global map, showcasing to the world what we have to offer. The Games will provide a legacy for Birmingham and the region, delivering a significant and much needed boost to the region's economy, estimated at more than £500 million, helping it on the road to full recovery following the Covid-19 pandemic. This Games Transport Plan aims to demonstrate clearly how the long-term benefits from the Games form a guide throughout our planning.

In line with s.25(1) of the Birmingham Commonwealth Games Act , the Secretary of State for Transport has formally directed the West Midlands Combined Authority to prepare a Games Transport Plan for the 2022 Commonwealth Games. Accordingly, this Games Transport Plan is a draft for consultation with stakeholders and we would like your feedback. We will use your responses to update this document, which we intend to publish in its final form in January 2022.

1 - Available at: [b2022-draft-games-strategic-transport-plan\\_sp.pdf \(tfwm.org.uk\)](#)

2 - Birmingham Commonwealth Games Act 2020 ([legislation.gov.uk](#))

# 3. INTRODUCTION

## BIRMINGHAM 2022

The summer of 2022 will see Birmingham and the West Midlands host the 22nd Commonwealth Games. The Opening Ceremony will be held on Thursday 28th July while the Closing Ceremony will take place on Monday 8th August.

These Games will be a festival of sport and culture, a unique celebration bringing people together, uniting the city, the region and the Commonwealth.

The event will bring together more than 6,500 athletes from 72 Commonwealth nations and territories who will take part in 19 different sports. Although Birmingham and the West Midlands have a proud tradition of staging major events, these Games will be the largest event to be held in the region. With a total of 11 competition days, 15 competition venues and up to 11 in operation on each day, there will be significant challenges to ensure safe and efficient transport arrangements are in place for the Games.

## BIRMINGHAM AND THE WEST MIDLANDS

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people and a diverse economy with specialisms in creative industries, finance and manufacturing. The region is going through a renaissance, with significant investment in housing, transport and jobs, helping the West Midlands become one of the strongest economically performing areas in the UK.

The Commonwealth Games has helped bring forward new housing and infrastructure projects, creating thousands of jobs and delivering exciting trade and investment opportunities. This has accelerated delivery of public transport projects such as Metro (tram) extensions, Sprint bus rapid transit corridors and enhancements to local rail stations which will, together, act as gateways to the Games and catalyse the region's economic potential.

In transport terms, the region is well placed to host the Games. It is at the heart of the road and rail network of the UK and is well served by international, national, regional and local transport infrastructure.

Birmingham Airport, 14.5km from Birmingham city centre, has over 2,000 flights each week<sup>3</sup>, serving 150 destinations directly, and is connected to 340 one-stop global destinations. This, together with excellent road and rail links to London Heathrow, ensures that region is well connected globally.

The region also sits at the centre of the UK's motorway network, with 90% of the UK population being within a four-hour travel time by road and two hours to the major cities of London, Manchester, Leeds and Bristol.



The region's motorway network is framed by the M5-M6-M42 motorway box around Birmingham and supported by an extensive network of main roads, which collectively are designated the Key Route Network (KRN) serving numerous proposed Games venues. The KRN comprises 605km of key highways across the area carrying 50% of all car, road-based public transport and freight traffic.

Birmingham New Street station will be the primary rail hub for the Games. It is the busiest UK station outside of London, providing unrivalled rail connectivity to every corner of the UK. Following a £750m transformation, Birmingham New Street station has the capacity to accommodate up to 300,000 passengers a day.

As well as an extensive local bus network, the region benefits from a tram (Metro) network between Wolverhampton and Arena Birmingham; via Centenary Square, Birmingham New Street station and Birmingham Snow Hill rail station.

Investment is also being made across the region to improve the transport interchanges and highway infrastructure - to provide priority to bus passengers and cyclists, enable more local journeys to be made by foot, bike or public transport, and to make motorways more efficient to tackle congestion and environmental priorities around air quality, noise and climate change.

# PLANNING TRANSPORT FOR THE GAMES

Planning transport for the Games is a complex process with many routes, destinations and modes of transport. There will be routes and locations with heavier demand than usual and our plan for managing these pressures and keeping the region moving will be critical to the success of the Games.

At some strategic centres, the Games will also generate significant, and sometimes competing and interacting demand. There is a need to manage this demand whilst ensuring places can keep functioning and fully capitalise on the economic opportunity the Games brings.

The Games Transport Plan looks to ensure all those involved in competing, watching, administering and reporting on events are transported in a safe, reliable and efficient manner whilst seeking to minimise impacts on everyday journeys.

The Games Transport Plan has been developed with inputs from key stakeholders as well as feedback from the draft Games Strategic Transport Plan in 2019<sup>4</sup>.

This Games Transport Plan, a consultation draft is the next step towards the final transport planning and is based on the latest information available at the time of writing. As we have all seen with the recent pandemic, things change over time and we need to re-build confidence in using public transport with the Games providing an excellent catalyst as we emerge from restrictions. Several other plans are critical to the final Games Transport Plan and we will be taking these on board as we move forward, these are outlined in the timeline below.

## GAMES TRANSPORT PLAN INPUTS

Date of Completion	Responsible Organisation	Relevant Planning Milestones
September 2019	Transport for West Midlands	<b>Strategic Planning</b> Birmingham 2022 Draft Games Strategic Transport Plan <sup>5</sup>
April 2020	Organising Committee	B2022 Accessibility and Inclusion Commitment
July 2020	West Midlands Police	B2022 Commonwealth Games Security Strategy
February 2021	Transport for West Midlands	Games Transport Plan Communications and Engagement Plan
March 2021	Organising Committee	Commonwealth Games Legacy Plan Commonwealth Games Sustainability Pledge
Summer 2021	Transport for West Midlands	Procurement of Traffic Management Services The West Midlands Local Transport Plan Accessible Transport Concept of Operations
	Organising Committee	B2022 Sustainability Strategy Road Race Route finalisation Regional ballot for tickets
Autumn 2021	Organising Committee	Bus and Fleet Strategies National ballot for tickets
January 2022	Transport for West Midlands	<b>Tactical Planning</b> Publication of the Games Transport Plan Park and Ride Delivery Plan Taxi and Private Hire Vehicle Strategy Active Travel Strategy Provision of Bus Services Refined
	Transport for West Midlands	<b>Operational Planning</b> Public travel information Spectator travel information Local Traffic Management measures Rail Station Management Plans

<sup>4</sup> - Available at: [b2022-draft-games-strategic-transport-plan\\_sp.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk/b2022-draft-games-strategic-transport-plan_sp.pdf)

<sup>5</sup> - Available at: [b2022-draft-games-strategic-transport-plan\\_sp.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk/b2022-draft-games-strategic-transport-plan_sp.pdf)

# 4. PURPOSE OF DOCUMENT

Delivering the Games requires the support of a range of partners to work collaboratively as one team to operate a single transport network. In June 2020, Royal Assent was given to the Birmingham Commonwealth Games Act 2020, which makes provision for a Games Transport Plan.

This Games Transport Plan sets out the approach to the planning, delivery and management of transport services during the Games. It outlines how the existing demand from local people and businesses will be managed, how additional demand during the event will be catered for and how any impacts from the Games will be minimised to limit disruption. The Plan presents five principles that have guided decision-making throughout the stages of strategic planning. These principles (shown below) were established following the consultation of the draft Games Strategic Transport Plan and underpin our objectives for transport during the Games.

The Games Transport Plan has been produced by Transport for West Midlands (TfWM) in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee (OC). There has also been close working with Local Authorities and key transport partners including Central Government, Network Rail, Highways England, HS2 and other host local authority venue partners.

Overall, this document showcases how high-quality, sustainable transport for residents, spectators, athletes and businesses will be provided during Games time and for years to come.

## COVID-19 IMPACT

The Covid-19 pandemic has impacted the travel patterns and behaviours of residents, businesses and workers throughout the West Midlands as it has affected the way in which we work, travel and socialise.

The Covid-19 Transport Action Plan (October 2020)<sup>6</sup> sets out how transport in the West Midlands is preparing to transition out of the Covid-19 pandemic and towards a positive, sustainable recovery. The action plan seeks to lay the foundations for a net zero carbon future by continuing to build upon the increased levels of walking and cycling through creating safe and attractive conditions for active travel. This will reassure residents, businesses and visitors as they return to our Covid-safe public transport network, and delivering new sustainable infrastructure to create an accessible, carbon-free, transport system across the West Midlands.

As part of the Games time planning, we are intending for a full spectator presence with a maximum capacity at venues. Likewise, the OC are also working a similar scenario, with key prompts to alter planning following a review of the Covid-19 situation.

## FIVE CORE PRINCIPLES



**Clean and green; a public transport Games**



**Safe, secure, reliable and efficient transport**



**Minimising disruption**



**Valuable long-term benefits of sustainable, transport options and improved public spaces**



**Access for all**



We want this to be the most sustainable Games yet. Sustainability is about making a fairer, greener, healthier society now and for the future. The transport we provide seeks to influence, inspire and change behaviours of those delivering and attending the events – through making sustainable choices in the resources we use to deliver the Games

<sup>6</sup> - Available at: <https://www.tfwm.org.uk/media/nk2nv3ax/wm-covid-response-action-plan.pdf>

# 5. POLICY AND STRATEGY BACKGROUND

The Games Transport Plan has been influenced by a range of policies and plans within the West Midlands. This chapter sets out the political background for regional growth, strategy and development.

**TABLE 1: POLICY AND STRATEGY BACKGROUND**

Region-wide Policies and Strategies
<p><b>The West Midlands Strategic Transport Plan: ‘Movement for Growth’<sup>7</sup> (adopted June 2016)</b></p> <p>Movement for Growth sits alongside the WMCA Strategic Economic Plan as a complementary critical set of policies and plans. The Plan is made up of four tiers and provides an overarching approach to the development of an integrated transport system to help overcome the challenges of economic and housing growth, social inclusion and environment change.</p> <p>Its vision sets out to “...make great progress for a Midlands economic ‘Engine for Growth’, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy.”</p>
<p><b>WMCA Strategic Economic Plan (SEP)<sup>8</sup> (published 2017)</b></p> <p>The SEP is the West Midlands’ strategy that sets out the vision, actions and objectives for improving the quality of life for those who live and work in the region. The Plan incorporates devolved powers and resources across the West Midlands to optimise skills, innovation, transport and inwards investment.</p>
<p><b>The West Midlands Industrial Strategy<sup>9</sup> (published May 2019)</b></p> <p>This strategy sets out the collective local and national ambitions for the West Midlands to ensure an inclusive, well-balanced economy that can benefit all. It aims to unblock barriers to productivity and growth, and establishes four market priorities to take forward, these include: healthcare innovation, creative content and technology, future mobility and modern services.</p>
<p><b>The West Midlands 2041 Sustainability Strategy (published January 2020)</b></p> <p>The WM2041 strategy proposes a set of actions for individuals, communities and businesses to undertake to help tackle the climate crisis. The strategy outlines five key principles for the West Midlands which underpin the regional efforts to limit climate impact. These include, making the journey to 2041 without leaving anyone behind, boosting our resilience to climate change, ensuring our future respects our heritage, increasing connectivity between places and saving energy and resources without reducing prosperity.</p>
<p><b>Recharge the West Midlands<sup>10</sup> (published June 2020)</b></p> <p>This document sets out an immediate ask of the Government from the West Midlands to provide £3.2bn of investment over the next three years to deliver a rapid economic recovery.</p> <p>The recovery plan addresses the short-term risks of Covid-19 by creating and safeguarding jobs and takes into account the longer-term improvements in regional innovation, competitiveness and resilience.</p>

7 - Available at: <https://www.tfwm.org.uk/media/3ukj3yw0/movement-for-growth.pdf>

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

9 - Available at: <https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf>

10 - Available at: <https://www.wmca.org.uk/media/3975/west-midlands-economic-recovery-plan-ask-36-offer-hd-spreads.pdf>

### **State of the Region 2020 Full Report<sup>11</sup> (published July 2020)**

This report, written on behalf of the West Midlands Combined Authority and all its partners evaluates the current conditions across the region and highlights the challenges the West Midlands faces.

Overall, the economic forecasts consistently show the West Midlands to be one of the UK's hardest hit regions of the economic crisis. This is a result of our industrial and demographic mix with some local economies among the most vulnerable in terms of their sectoral composition and market vulnerability. For instance, sectors that previously saw growth such as construction and the higher education industries were heavily impacted by the crisis and therefore, left Birmingham, Coventry and Wolverhampton at risk. However, the same economic models do show relatively strong regional growth in 2021.

### **The Birmingham Development Plan (BDP) 2031<sup>12</sup> (adopted in 2017)**

The BDP is a statutory planning framework that establishes the spatial vision and strategy for the sustainable growth of Birmingham from 2011 to 2031. The BDP is used to guide decisions on regeneration, planning and development, as the plan outlines how and where jobs, homes, services and infrastructure will be delivered.

### **Birmingham Transport Plan<sup>13</sup> (draft published January 2020, final plan due September 2021)**

The plan contains a set of principles that will guide investment in transport to serve a future Birmingham that is home to more people and is a better environment to live and work, irrespective of age, disability or income.

The proposals are organised around four "big moves"-

- **Reallocating road space:** Reallocating road space away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.
- **Transforming the city centre:** Birmingham city centre will be transformed through the creation of a pedestrian network, where streets and public spaces are integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.
- **Prioritising active travel in local neighbourhoods:** Active travel (walking and cycling) will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.
- **Managing demand through parking measures:** Parking will be used to manage the demand for car travel through parking availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

### **Cycling and Walking Strategy<sup>14</sup> (published January 2020)**

This strategy aims to develop a safe and integrated active travel network across Birmingham to make walking and cycling the convenient choice for local journeys and leisure activities. The three objectives of this strategy are to:

1. Enable more walking and cycling by providing training, improving the access to bikes, tackling safety issues and securing funding
2. Develop a great city for walking and cycling through the provision of safer infrastructure and better traffic management.
3. Inspire walking and cycling through the delivery of events and sharing of information.

### **Birmingham Route to Zero Action Plan - Call to Action<sup>15</sup> (adopted December 2021)**

This plan sets out initial actions to deliver on Birmingham's commitment for the council and city to become net zero carbon by 2030, or as soon as possible thereafter as a 'just transition' allows. Transport actions are aligned with delivery of the Birmingham Transport Plan.

### **Solihull Local Plan – Draft Submission Plan<sup>16</sup> (published October, 2020)**

The draft plan details the economic ambitions for the development of UK Central Solihull - a strategic growth site encompassing the local economic assets at Arden Cross (an area containing the proposed HS2 Interchange Railway Station by the A45, A452 and the M42), Birmingham Airport, Jaguar Land Rover, Birmingham Business Park and the National Exhibition Centre.

11 - Available at: <https://www.wmca.org.uk/media/4290/state-of-the-region-2020-final-full-report.pdf>

12 - Available at: [https://www.birmingham.gov.uk/download/downloads/id/5433/adopted\\_birmingham\\_development\\_plan\\_2031.pdf](https://www.birmingham.gov.uk/download/downloads/id/5433/adopted_birmingham_development_plan_2031.pdf)

13 - Available at: <http://www.birmingham.gov.uk/transportplan>

14 - Available at: [https://www.birmingham.gov.uk/downloads/file/15860/walking\\_and\\_cycling\\_strategy\\_2020](https://www.birmingham.gov.uk/downloads/file/15860/walking_and_cycling_strategy_2020)

15 - Available at: [https://www.birmingham.gov.uk/downloads/file/18618/route\\_to\\_zero\\_action\\_plan\\_-\\_call\\_to\\_action](https://www.birmingham.gov.uk/downloads/file/18618/route_to_zero_action_plan_-_call_to_action)

16 - Available at: [https://www.solihull.gov.uk/sites/default/files/2020-12/Draft\\_Submission\\_Plan\\_1st-2020%20\(1\).pdf](https://www.solihull.gov.uk/sites/default/files/2020-12/Draft_Submission_Plan_1st-2020%20(1).pdf)

## Strategies and Plans specific to the Commonwealth Games

### **The Commonwealth Games Legacy Plan (published March 2021):**

This plan ensures the legacy opportunities are maximised through a series of different programmes. Transport cuts across many of these legacy programmes to support the 'Games for Everyone' and aims of being a catalyst for change, helping the region grow and succeed, improving the health and wellbeing of the region's people and putting us on the global stage.

### **The Sustainability Pledge<sup>17</sup> (published March 2021)**

The Sustainability Pledge captures both the environmental and socio-economic impacts of the Games, as it intends to be a benchmark for future events. The pledge aims to deliver the most sustainable Games yet - with the goal of B2022 being the first carbon-neutral Commonwealth Games. Overall, the pledge focuses on seven pillars, these being Accessibility, Equality, Diversity and Inclusion, Job Creation and Social Value, Human Rights, Carbon and Air Quality, Minimising Waste, and Conservation.

### **The Business and Tourism Programme (March 2021)**

An economic legacy programme that supports the Birmingham 2022 Commonwealth Games' mission to drive the long-term economic benefits and boost both the West Midlands and the UK's global reputation as a world-class destination for tourism, trade and investment.

### **The Commonwealth Jobs and Skills Academy:**

The Games will create around 35,000 new jobs and skills opportunities, including volunteering roles and training opportunities. To help connect these opportunities to local people a Jobs and Skills Academy has been created. Using the Games, it aims to accelerate and amplify existing work to improve regional skills and employment opportunities. It will focus on supporting young people, those from disadvantaged groups, the unemployed and disabled individuals.

### **Volunteering Programme:**

This programme is supported by the Commonwealth Jobs and Skills Academy, through raising awareness of the volunteering opportunities and assisting residents through the application process, helping to ensure the volunteering community is reflective of the region.

A significant amount of investment is taking place across the West Midlands to accommodate the level of growth set out in the region's key strategy and policy documents. Central to this, is better integrated public transport, walking and cycling options, alongside measures to manage demand and improve the efficiency of the network. These measures, together with the introduction of Birmingham's Clean Air Zone will help us deliver a clean, green programme; a key principle of the 2022 Games Transport Plan.





# THE GAMES BIRMINGHAM 2022

The Games will take place over two weeks across a range of competition venues. Some of these venues will only be used for one or two days, while others for up to 11 days.

The transport impact will therefore vary depending on several factors, such as the number of spectators, the number of days the venue will be in operation and the proximity of venues to each other.

Although some venues are accustomed to hosting large scale events, the Games brings a different type and complexity of operation as, from a transport perspective, venues will be used over multiple consecutive days and the demand from venues will overlap at transport interchanges.

Venues also extend beyond the West Midlands Combined Authority geography, with Mountain Biking being held at Cannock Chase, Lawn Bowls in Leamington Spa, and Track Cycling at the Lee Valley VeloPark in London.

In addition to the competition venues, numerous other non-competition venues will be factored into our planning. These include, places that will be used for media activity, as well as various training venues and live sites (designated public areas where members of the public can watch events on big screens). Figure 1 presents the location of the competition venues within the West Midlands.

Careful planning will increase the capacity, efficiency and reliability across a range of transport modes and enable public transport and active travel to be integrated into the network to deliver a 'one network' approach to minimise the level of disturbance on the wider system.



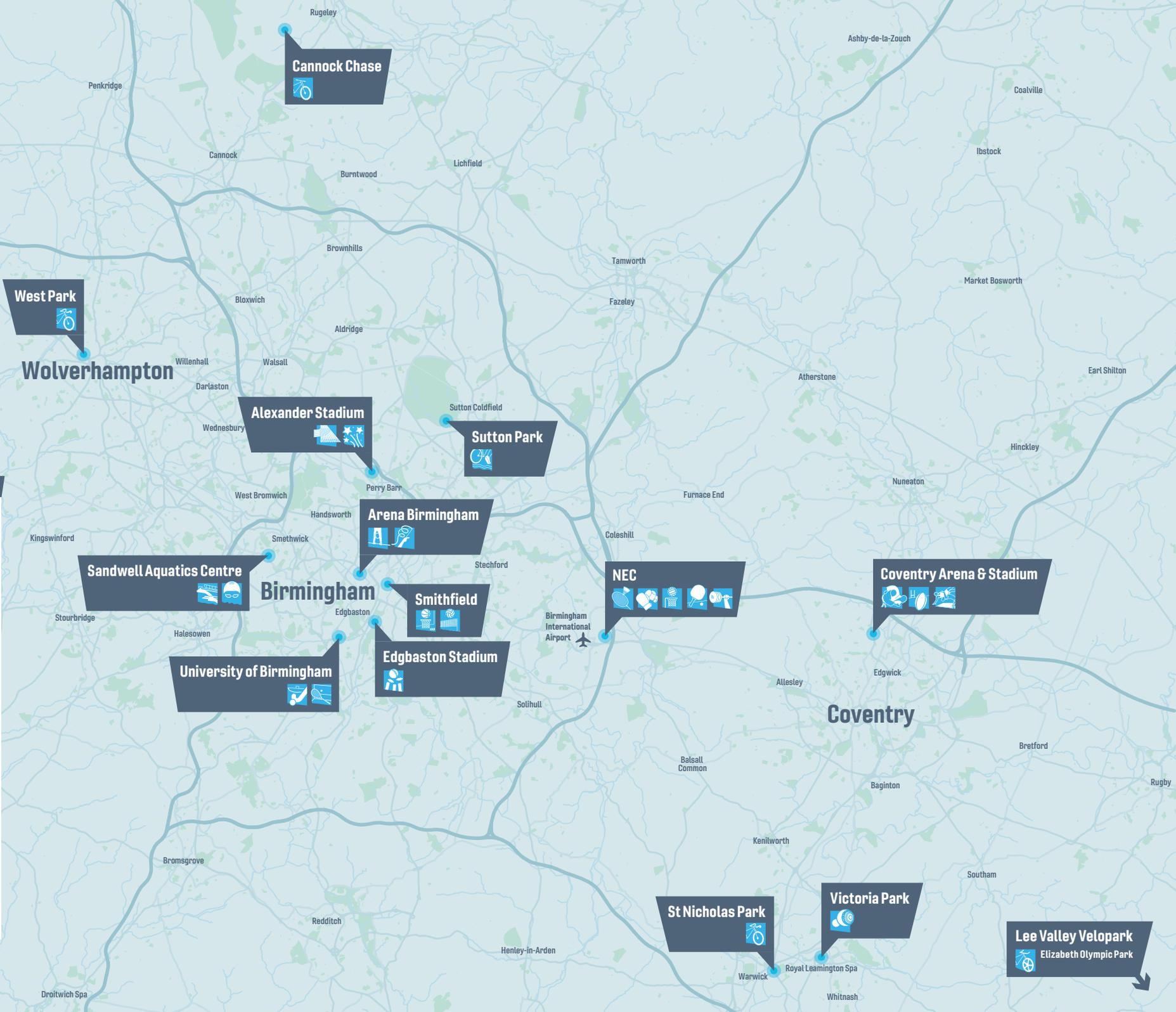
All competition venues will be accessible by public transport – further guidance will be issued with each ticket.

Figure 1: Birmingham 2022 Venues

Page 189

**KEY**

-  Aquatics - Diving
-  Aquatics - Swimming & Para Swimming
-  Athletics & Para Athletics
-  Badminton
-  Basketball 3x3 & Wheelchair Basketball 3x3
-  Beach Volleyball
-  Boxing
-  Cricket T20
-  Cycling - Mountain Bike
-  Cycling - Road Race
-  Cycling - Track & Para Track
-  Gymnastics - Artistic
-  Gymnastics - Rhythmic
-  Hockey
-  Judo
-  Lawn Bowls & Para Lawn Bowls
-  Netball
-  Opening Ceremony
-  Rugby Sevens
-  Squash
-  Table Tennis & Para Table Tennis
-  Triathlon & Para Triathlon
-  Weightlifting & Para Powerlifting
-  Wrestling



# WHAT WILL THE GAMES MEAN FOR RESIDENTS AND BUSINESSES?

## DURING GAMES TIME

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

**The Games will create around 35,000 jobs, volunteering roles and training opportunities for people in the region**

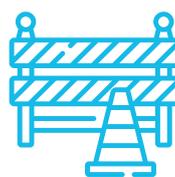
We will put measures in place such as city centre bus shuttles, park and ride services and a dedicated accessible bus system to accommodate the increased demand to ensure everyone can get to the venues on time. Importantly, we are also working to ensure the region continues to operate; so emergency services can respond swiftly to incidents, essential deliveries can still be made, health visitors and care workers can visit patients and local residents can still get to where they need to go. To enable this, the Regional Transport Coordination Centre (RTCC) will be the 'central hub' for transport operations in the West Midlands, bringing together partners, providing a common view of the network and communicating transport information to residents, businesses and visitors.

The RTCC monitors and coordinates the region's transport network to support local authorities, emergency services and transport-service providers across the West Midlands in keeping the region moving. During the Games, it will be vital in providing the focal point for transport operations across the region, offering a single source of data to help TfWM deliver better information to the public and to better plan their journeys during the Games. Currently, there are two social media platforms, 'Transport for West Midlands' and 'West Midlands Roads' where real time information, updates of incidents and planned roadworks are communicated.

More information and live updates from across the region can be found on the dedicated page on the TfWM website. TfWM will be using these existing channels alongside other communication tools to make sure everybody who needs to be is kept updated and is able to plan ahead to minimise disruption to their journeys.

In the run up to and during the Games, we will work closely with the local population and provide clear and up to date information to help people plan their journeys and make the best possible travel choices. We will communicate through a range of channels and explore options for a dedicated journey planner for travel during the Games.

In securing the right to host the Games, we committed to providing a reliable transport system and minimising the impact on everyday transport users. We are taking a number of actions to achieve this, such as: engaging with businesses and communities in the lead up and during the Games, putting temporary measures in place throughout the Games to make efficient use of the network and working with key partners to ensure the right decisions are made for the region.



# Over 1 million spectators

Page 190

## AFTER THE GAMES: TRANSPORT LEGACY IMPACTS

The Games is a unique opportunity to create a positive transport legacy of increased sustainability, improved public transport infrastructure and reduced dependency on private car journeys across the West Midlands.

Central Government, in partnership with Birmingham City Council have invested £778m into the Games which has contributed to the accelerated delivery of multiple transport projects. As a result, a seamlessly integrated transport network will operate throughout Games time and beyond to maximise opportunities for sustainable and active travel.

Opportunities such as this will enable more people to take up active travel, reduce levels of physical inactivity and improve overall wellbeing. These opportunities can also help us tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, reducing congestion and increasing the health of our communities. Equally, in light of the Covid-19 pandemic, the Games will play an important role in building back confidence in public transport through showcasing public transport options as transport modes of choice..

**Hosting the Games gives the West Midlands a real opportunity to leave a meaningful and tangible legacy to address the inequalities across the region.**



As well as delivering benefits to the region's residents and businesses, the transport legacy will also provide long-term benefits to those investing in and visiting the region. The Business and Tourism Programme will support key sectors such as Future Mobility and Creative Technologies to promote the West Midlands as a world-class destination for tourism, trade and investment. The chart below outlines the key legacy ambitions for transport after the Games

## THE COMMONWEALTH GAMES TRANSPORT LEGACY

### Enhance Sustainable Transport

- Restored confidence in public transport post Covid-19
- Reducing the carbon footprint of our journeys
- Investment in Sprint, rail upgrades and Metro extension
- Enhanced passenger experience

### Active Travel

- Additional walking and cycling routes
- Enhanced cycling services
- Improved health, wellbeing and physical activity
- Reduced dependency on cars to benefit air quality

### Less Congestion

- Integrated network management through greater collaboration
- Better demand management
- Reduced car travel

### Real-time Travel Data

- Live, responsive information
- Improved and reliable journey times
- Better informed travel choices through easy to access information

# 7. THE TRANSPORT STRATEGY

## FIVE KEY TRANSPORT PRINCIPLES

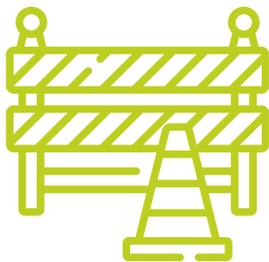
The Games Transport Plan has been developed around the five key principles presented below. These principles encompass our strategic aims for transport during the Games and remain consistent throughout our planning. The principles were established following the feedback of the draft Games Strategic Transport Plan and are referenced throughout this document.



**Clean and Green; a public transport Games**



**Safe, secure, reliable and efficient transport**



**Minimising disruption**



**Access for all**



**Valuable long-term benefits of sustainable, transport options and improved public spaces**

## CLEAN AND GREEN; A PUBLIC TRANSPORT GAMES:

We will limit the harmful impacts of transport during the Games on the environment. To support this, public transport, cycling and walking will be the easiest and most effective way to get around during the Games. The transport network will operate as a single integrated system, offering seamless end to end journeys that will make sustainable transport the most convenient and attractive way to travel.

To reduce the reliance on car travel, minimise congestion and to keep the region moving, all venues will be accessible by public transport and spectators will have access to public transport included within their Games' ticket on the day of their event. Our commitment to providing easily accessible public transport will also be extended to Games time volunteers, the OC workforce and to all members of the Games Family. This will cut greenhouse gas emissions and air pollution from vehicles during the Games, contributing to cleaner air, improved health and wellbeing, a reduced impact on the environment and a better quality of life for the people of the West Midlands.



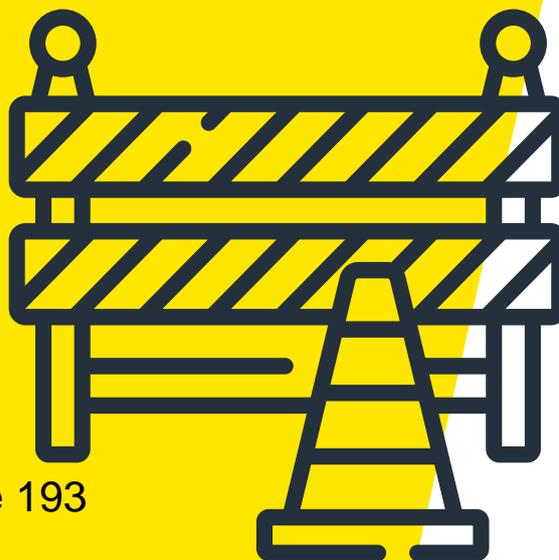
## SAFE, SECURE, RELIABLE AND EFFICIENT TRANSPORT:

Transport services will be safe and secure, with consistent and reliable journey times - both for Games participants and everyday users of the transport network.

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

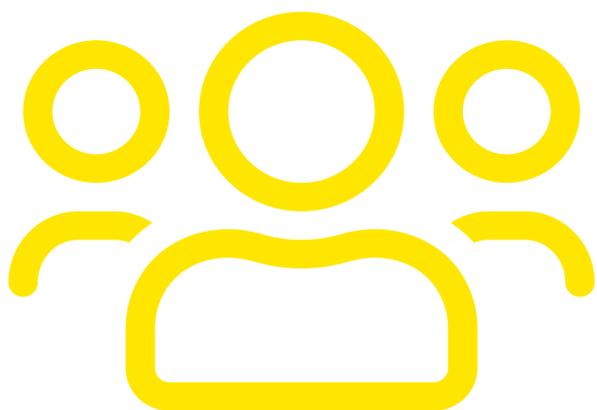
## MINIMISING DISRUPTION:

We will keep the region moving. Whilst the Games will inevitably have an impact, our plans strive to minimise the impact of the Games on everyday users of the transport network to ensure local residents can still get to work on time, businesses can receive and make deliveries and that city operations can continue to meet local needs.



## LONG TERM BENEFITS TO USERS:

The Games has the potential to generate significant benefits – which we aim to maximise to ensure the region benefits for years to come. Numerous transport schemes across the region are being delivered in time for the Games and will create a positive transport legacy of greater sustainability and higher levels of active travel. We aim to reduce the reliance on cars and support healthier lifestyles and improved wellbeing across the West Midlands.



## ACCESS FOR ALL:

Accessibility and inclusion involves meeting people's individual requirements in the most suitable way to provide a quality and positive Games experience. Our strategic approach to transport planning has focussed on embedding accessibility and inclusion throughout all services and operations. The Games will provide socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate in, and enjoy, the experience of the Games, whilst minimising disruption for regular transport users and local residents.

## KEY TRANSPORT THEMES

To meet the demand for transport during the Games we have identified the types of measures that will be required, these fall under the following three themes:



### Effective use of the network

Managing journeys and key routes to ensure the safety and resilience of the transport network.



### Provision of temporary additional services

New temporary services to provide the vital support for extra demand.



### Investment in infrastructure

Several new infrastructure projects will be delivered in time for the Games to help meet the increase in demand.

# SUSTAINABILITY

**Birmingham 2022 is committed to showing leadership in sustainability in line with the United Nation's<sup>18</sup> definition where development "meets the needs of the present without compromising the ability of future generations to meet their own needs".**

Having previously focussed more on 'environmental' impacts, the new Sustainability Strategy takes an approach to capture both the environmental and socio-economic impacts, such as Equality, Diversity and Inclusion (EDI), Accessibility, Jobs and Skills, Social Value and Human Rights. The strategy lays out seven key pillars for the Games, these include:



<b>Carbon &amp; Air Quality</b>	Delivery of the first carbon-neutral Commonwealth Games and promoting low emission travel options.
<b>Minimise Waste</b>	Minimising the use of single-use plastics across all OC led activities and venues. Reducing single-use plastics across our activities and our supply chain and re-purposing and reusing assets.
<b>Equality, Diversity and Inclusion</b>	Engaging with as many groups as possible to ensure this is an event for everyone, working hard to connect local communities to the Games.
<b>Job Creation &amp; Social Value</b>	Aiming to create job opportunities, upskill the workforce and reduce unemployment in the West Midlands.
<b>Human Rights</b>	Changing people's lives for the better. Intrinsically aligning the approach with the Commonwealth Games and the United Nation's best practice.
<b>Conservation</b>	Conservation of the environment and reinforcing cultural heritage.
<b>Accessibility</b>	Hosting a safe and secure, dignified experience for anyone involved in the Games. This means delivering accessible venues, facilities and barrier-free environments.



TfWM is also accelerating the delivery of transport infrastructure across the West Midlands to provide easy, accessible and reliable active travel links during the Games. This will allow more spectators and workforce to use sustainable transport throughout the Games, and thereafter.



**Birmingham 2022 aims to be the first carbon neutral Commonwealth Games. The primary goal is to reduce carbon at every possible opportunity and offset what remains through credible initiatives.**

The OC are working with experts to maximise the use of cleaner generators, supply a modern and cleaner bus fleet, and aspire to develop a car fleet containing hybrid and electric vehicles. In addition, the three-site campus village model will see some athletes staying close to their training and competition sites which will also support a reduction in travel and carbon emissions.

As part of the pledge to increase conservation and sustainability, the Games partners will also clean 22 miles of canals through the 'United by 2022' partnership that exists with The Canals & Rivers Trust and will continue to work with expert organisations such as the National Trust, Environment Agency, and Carbon Trust to ensure all activities are measurable. To promote a circular economy, reduce waste and save resources, free drinking-water refill points will be installed wherever possible to reduce the use of single-use plastic bottles and where feasible, the Games will hire equipment instead of buying.



# ACCESS FOR ALL

We recognise that everyone has differing needs and that there is no 'one size fits all' approach to delivering the Games Transport Plan objectives. We have anticipated key inclusion and accessibility needs and priorities and are implementing measures to help facilitate equitable access for all. We will continue to engage with a range of local equality groups to shape positive inclusion and access outcomes.

While all venues will be accessible by public transport and we will encourage everyone to use public transport and/or walk and cycle to venues, we also recognise that this may not be a viable option for all. Blue badge parking will be available at all venues. Accessible shuttle services and other transport services such as ride share, taxis and ring and ride will support spectators varying travel needs. Access to venues will be facilitated through the delivery of new and/or refurbished transport infrastructure, while access transport audits will help determine any access barriers. Where access barriers are identified that cannot be rectified, we will ensure spectators are made aware of accessible travel options through personalised journey planning.

We appreciate that increased travel demand and travel disruptions can have adverse impacts on some more than others, such as people reliant on public transport to get around or people with accessibility needs. We will introduce additional temporary services to alleviate pressure on the network and provide for extra demand, whilst also introducing temporary measures to make efficient use of the network and to facilitate a faster and more efficient transition to the venues. Our Metro services will be extended at peak times and we will work with bus and train operators to understand the potential for providing extra temporary capacity and connectivity. Such measures will help ensure that supply meets demand and that issues such as overcrowding, and journey delays are averted. We also want to ensure that residents' access is not compromised during the Games. Controlled parking zones will allow access for residents and local businesses while accessibility related resident needs will be identified and protected through engagement and input into the final design.

Transport affordability and inclusive information provision are also key to the delivery of the transport plan. Information will be communicated in a range of ways, in print and in digital formats, and we will explore how an accessible, personalised Games journey planner could help improve people's understanding of travel options that meet their needs. Increased staff and volunteer presence in all key interchanges will also help support the spectator experience. Equality and disability awareness will form part of staff and volunteer training.



# 8. TRANSPORT DURING THE GAMES

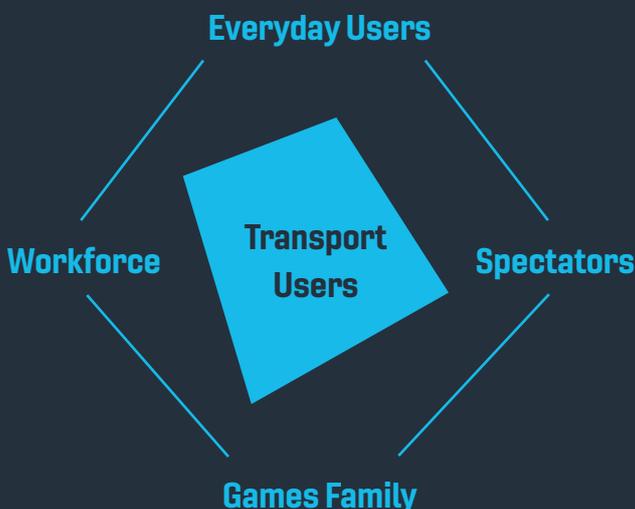
The user experience is at the heart of our work. TfWM has been working closely with local authorities so that together we can provide safe, efficient and reliable transport during the Games, and ensure everyday journeys are maintained wherever possible to support residents, businesses, workers and public transport users on event days.

## UNDERSTANDING TRAVEL DEMAND DURING THE GAMES

To plan for the impacts of the Games on the transport network, analysis has been undertaken to support decision making by the various organisations involved in delivering transport services.

To understand these impacts, users of the transport network during Games time have been split into the following groups:

- **Everyday users** such as residents, commuters and businesses – this group includes all non-Games related travel and refers to the day-to-day users who want to travel around the network as usual
- **Spectators** travelling within and to the region to attend events. This includes ticketed spectators for sporting events, non-ticketed spectators for events such as the marathon or road cycling and those attending live sites and other Games related non-competition events;
- **Workforce**; both paid and volunteers, contractors, and;
- **The Games Family**, this includes Team Officials, technical officials, Athletes, accredited media and officials from the different participating nations and territories.



We are building our understanding of what the transport needs will be across the network to provide dedicated services that meet people's needs, helping to deliver a great Games experience.



Information on travel behaviours of spectators and workforce during the previous Glasgow 2014 and Gold Coast 2018 Commonwealth Games, has together with the region's Strategic Transport Model, PRISM<sup>®</sup>, been used to support, and input into, a number of localised and detailed transport modelling tools developed specifically for the Games.

This has allowed an in-depth understanding of the inter and intra-regional travel demand generated by the Games on an hour by hour and day by day basis, quantifying the impact on the region's transport network and supporting decision-making on potential mitigation strategies.

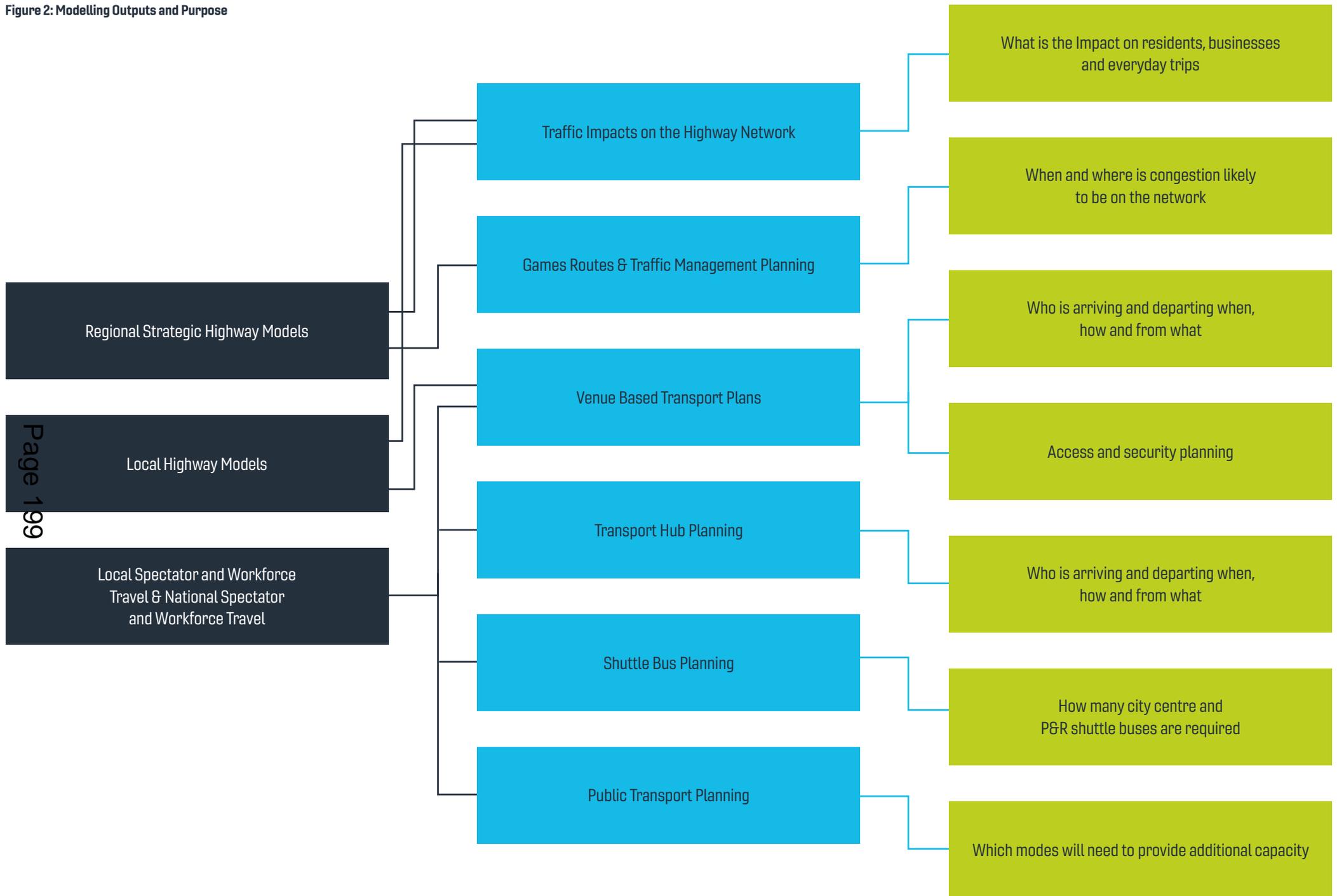
This approach has also enabled us to identify areas that may require additional services (such as more buses, more frequent Metro services or additional dedicated shuttle buses) and roads that may need traffic management measures to reduce any negative impacts on the network.

Transport modelling is also supporting detailed transport and operation planning at venues, enabling efficient, safe and secure arrival and departures by all Games' users whilst supporting detailed logistical planning.

It is recognised that the global pandemic and public health concerns may also influence people's confidence in travel and public crowded spaces. Public transport usage will continue to be monitored to help assess whether this might impact transport services during the Games.

A summary of this technical process is presented in Figure 2.

Figure 2: Modelling Outputs and Purpose



Page 199

# USING DATA TO HELP IMPROVE THE EFFICIENCY OF THE TRANSPORT NETWORK

Our transport planning is underpinned by up-to-date, reliable data. TfWM already collects a range of data from relevant sources and is working closely with partners to continually improve the richness of the data.

This data feeds our understanding of the measures needed on the transport network to deliver a successful Games, helping us to plan better. It also drives the RTCC – providing a holistic view of the performance of the network, helping partners to make well informed decisions so that the transport network can operate effectively and efficiently as a single network. Furthermore, the data enables us to give better information and travel advice to residents, businesses and visitors. A great user experience is vital for the transport network to work at its best. It is essential that everyone can easily access clear, understandable information on journeys and tickets so that they can make the best travel choices either ahead of time or in response to real time information.



## INVESTMENT AND DELIVERY OF NEW TRANSPORT INFRASTRUCTURE

To maximise the use of public transport during the Games and secure its long-term use thereafter, TfWM and partners will improve the coverage, capacity, efficiency, reliability and accessibility across a range of modes. As established, the Games has provided a catalyst for investment in the region, promoting the delivery of a number of transport schemes, which include the following:

### Sprint Bus Transit schemes

- A34 Birmingham to Walsall: Providing enhanced connectivity with Alexander Stadium
- A45 Birmingham to Airport and Solihull: Supporting connectivity with the NEC

### West Midlands Metro

- Extension of the Metro routes to Centenary Square, Five Ways and Edgbaston
- The delivery of a new multi-modal transport interchange at Wolverhampton

### Rail station improvements

- Increased capacity and enhanced passenger experience at University station
- Transport Interchange at Perry Barr during the Games.
- Improved capacity and accessibility at Coventry rail station

### Cycling Upgrades

- New segregated cycleway along the A34 and the A38
- Introduction of the West Midlands bike share scheme

### Road Upgrades

- Congestion Management Plan and supporting highway investment programme to increase capacity and manage demand on the Key Route Network<sup>20</sup>
- Improvements at M6 J10 to reduce congestion and delays
- Improved layout at A34 Perry Barr to benefit pedestrians, cyclists & public transport

### West Midlands Regional Transport Coordination Centre (RTCC)

- Providing permanent regional coordination of the transport network and services
- Offering reliable, resilient and integrated transport services

# SPECTATOR AND WORKFORCE TRANSPORT TO VENUES

A variety of transport services will be in operation to serve the different competition venues throughout the Games. As part of our commitment to delivering a clean and green public transport Games, for events in the West Midlands, your Games ticket will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network. All competition venues will have bookable blue badge parking available. The most prominent transport services available for each competition venues are summarised below:

	Rail	Bus Shuttles	Bus	Metro	Cycling & Walking	Park & Ride	Park & Walk
Alexander Stadium							
Cannock Chase		 *					
Birmingham City Centre Venues							
Coventry Arena							
Coventry Stadium		 **					
Edgbaston Cricket Ground							
NEC Cluster							
Sandwell Aquatics Centre		 ***					
St Nicholas Park, Warwick							
Sutton Park							
University of Birmingham							
Victoria Park							
Wolverhampton West Park							

\* Shuttle bus service operating from Stafford station.

\*\* Shuttle bus service operating from Coventry railway station.

\*\*\* Shuttle bus service from The Hawthorns station to the competition venue.

\*\*\*\*Park and Walk provisions at the NEC Cluster are managed and operated independently by the NEC.

## Ticketing

It will be easy to buy tickets for public transport. For everyday transport users, there will continue to be a range of ways to purchase tickets for travel. The eligibility for concessionary pass use on public transport will not be impacted during the Games.

Spectators will have access to public transport included within their event ticket, helping to make public transport the easiest way to travel to the venue. As a result, the Games will create additional demand on the wider public transport network, and in some cases, may affect the capacity available for concessionary travellers. To mitigate the impacts for concessionary travellers, additional transport services will be in operation during the Games to help meet the additional demand. A clear information campaign will also provide consistent messaging across the network to raise awareness of any upcoming changes to ensure individuals are well informed and have contingency plans in place, in advance, where possible. Any additional vehicles used during the Games to accommodate increases in demand will not detract away from the operation of ongoing everyday services, such as ring and ride.

The park and walk services at the NEC cluster are managed and operated independently by the NEC. Tickets for parking at this venue cannot be purchased through TfWM networks.

# ADDITIONAL TEMPORARY CAPACITY

## RAIL

The West Midlands lies at the heart of the UK rail network, with the region clocking up 101 million rail trips annually. Birmingham New Street forms the region's primary rail hub and is the busiest station in the UK outside London, with over 46 million users per year and a train leaving every 37 seconds. It is also the busiest interchange station in the UK and has a strong claim to be the best-connected station for intercity journeys, with services arriving and departing from the station to a wide variety of destinations across the country. The West Midlands rail network is also one of the country's most congested and operates close to capacity at peak times of the day.

It is expected that there will be significant increased demand on the rail network during the Games, as people look to travel by train to venues. To accommodate this, alongside the demand from everyday rail users and to ensure a great travel experience for all, we are working with partners across the rail industry to examine options for increasing capacity. This work will also examine the capacity for disabled and mobility-impaired passengers where we will review existing processes and identify any additional requirements for Games time.

The inter-connected impact of Games demand on the region's rail network, the constraints on capacity and the multiple different rail organisations involved with operating the network means that a network wide, co-ordinated approach will be required. This means working closely with Network Rail, Train Operating Companies and other industry partners to understand and plan for the cumulative impact of Games' demand.

This will consider not only train paths, but also where resources such as train crew and rolling stock must be balanced to maintain efficient rail operations and services for both everyday users and Games traffic. This will inevitably require 'trade-offs' to be made.

The Games will also generate demand outside rail's normal operating window, in particular late evenings and early on Sunday mornings, which are often used for routine maintenance.

A key element of rail planning will be in developing station management plans for those stations across the network that will play a significant role in the Games, either as access stations for the venues themselves or at interchange stations where significant numbers of additional passengers are expected. This will be particularly critical at stations that have not been designed to cope with large flows of passengers, but that will be expected to do so during Games time. These plans will include a review of response and maintenance arrangements for any element critical to a station's accessibility, as well as reviewing contingency arrangements in the event of such an asset failing.

Proposals are being discussed and developed in collaboration with partners across the rail industry.

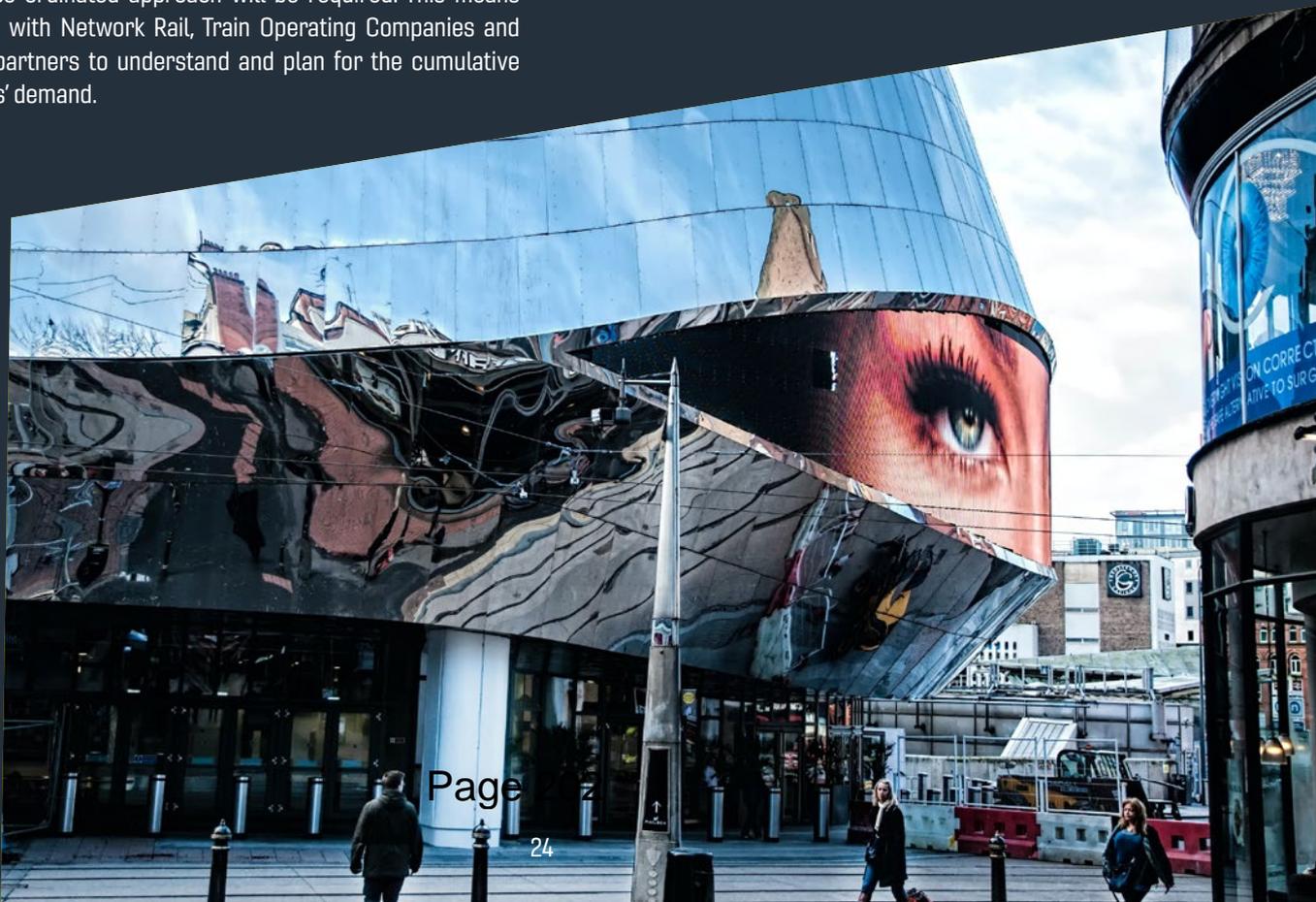


Figure 4: Key railway stations operating during the Games



**KEY**

-  Key Train Stations
-  Key Train Routes
-  Venues
-  1 West Park
-  2 Cannock Chase
-  3 Sutton Park
-  4 Alexander Stadium
-  5 Arena Birmingham
-  6 Smithfield
-  7 Edgbaston Stadium
-  8 University of Birmingham
-  9 Sandwell Aquatics Centre
-  10 NEC
-  11 Coventry Arena and Stadium
-  12 St Nicholas Park
-  13 Victoria Park

# BUS AND BUS SHUTTLE

The West Midlands has an extensive bus network which usually carries over 80% of all public transport trips within the region.

The network is already undergoing significant improvements to deliver the aspirations set out in the West Midlands Vision for Bus under the stewardship of the West Midlands Bus Alliance partners. This includes:

- The introduction of a Cross City Bus Network for Birmingham - the first phases of which will deliver £28.5million of bus priority measures between Dudley and Druids Heath benefitting 90 million passengers each year.
- A step change in vehicle quality and emissions standards by ensuring all buses are Euro VI by April 2021 and a clear transition plan to move to Zero Emission as we seek to establish the UK's first zero emission bus city in Coventry.
- Improving passenger infrastructure, information and ticketing to develop a truly integrated multi-modal system. This will include several new and refurbished bus stations and interchanges, multi-modal capped ticketing and the latest passenger and network management information.
- Upgrades to the Pool Meadow Bus Station in Coventry which will include improvements to transport assets such as new electronic passenger information screens and the transformation of the visitor experience through artistic design enhancements in and around the station, and an improved retail offer.

We will make best use of the existing capacity that the network provides and where necessary, through working with the West Midlands Bus Alliance, we will supplement that capacity through the delivery of targeted strengthening of existing bus services and dedicated Games bus shuttle services. This will include shuttle buses to specific rail stations and to the Games park and ride sites. Our major stadia, such as Edgbaston, Alexander Stadium and Coventry Stadium will all be served by dedicated shuttles, as well as venues such as Cannock Chase and the Sandwell Aquatics Centre.

The dedicated bus shuttle services will be free of charge to ticketed spectators and charges will apply for the use of park and ride sites – blue badge parking will be free. All additional buses on the network and those running as part of the shuttle service for park and ride will be low floor, accessible vehicles, with manual boarding ramps.



**As we aim for the Games to bring people together, improve health and wellbeing and be a catalyst for change, for events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. This is part of our commitment to delivering a clean and green public transport Games and ensuring access to all.**

**We intend for car travel to only be used as a last resort to meet operational requirements.**



# SPRINT

Sprint, a bus-based rapid transport system is a bus priority corridor that will link Walsall to Solihull and Birmingham Airport via Birmingham City Centre, joining the A34 with the A45 to create one continuous route.

TfWM will deliver the first stage of infrastructure works for the Sprint corridor ahead of the Birmingham 2022 Commonwealth Games. This includes the provision of new and extended bus lanes and upgrades to traffic signals, CCTV to monitor the networks performance in real time and the installation of at least 79 enhanced bus shelters. The delivery of these elements will provide the efficient and reliable links between Alexander Stadium, the NEC and Birmingham Airport, providing additional public transport capacity for the Games.

Work has commenced on delivering Sprint with the first stage of works completing well in advance of the Games.

Each Sprint shelter will have the following features:

- Large waiting shelter
- Seating in shelters
- Real-time service information
- Passenger information and timetables



# WEST MIDLANDS METRO

West Midlands Metro (WMM) is the modern, step-free light rail system in the West Midlands. Line One provides a fast link between Birmingham and Wolverhampton city centres, via West Bromwich, Wednesbury and Bilston.

There are currently 21 trams in the fleet and by 2022, the fleet size will increase to 29 trams to accommodate the additional Commonwealth Games demand. This extra capacity will enable WMM to carry residents and visitors for their leisure and work activities as well as for the Games.

There are 28 stops along the route, all of which have been designed to be step-free, ramped, or lift access to all platforms. Handrails are also provided where required. Every tram stop has the following features:

- Waiting shelter or totem on each platform
- Passenger information and timetables
- Lighting
- Seating in shelters
- Emergency help points at end of shelters
- Real Time Information and audio announcements

There is no permanent staff presence at stops.

## Services

Metro services, alongside bus shuttles will be available for city centre venues, Sandwell Aquatics Centre and Wolverhampton West Park.

Trams call at all stops along the route. The service operates between 0515 and 2330 Monday to Friday, 0515 until 0000 on Saturday, and 0800 to 2300 on Sunday. There is a frequent service every six to eight minutes between 0700 and 1900 Monday to Saturday and every 15 minutes at other times.

During the Games, capacity across the network will be managed with the use of ambassadors on board and at stops. These staff members will provide journey planning information and advice to those travelling to the Games and for those travelling for leisure or business. In addition, the services will be extended at peak times to ensure residents and visitors can travel with ease.

WMM will also optimise services during the Games by taking a 'data driven' approach. They will use up to date information to make best use of the available capacity and provide the best service possible to support the Games and everyday journeys.

## Network expansion

The network will expand further in time for the Games, providing new connections into Wolverhampton rail station in the Black Country and extending into Edgbaston as part of Birmingham City Centre Westside extension. There will be 5 new stops in total providing greater connectivity, with frequent connectivity to the city centre. The Metro will provide an easy and convenient mode of transport for spectators, volunteers, residents and workforce during Games time.



**Our new Urbos 3 trams are the first and only trams in the UK to use battery power to run along sections of the line specifically built without overhead wires, preventing the need to attach cables to historic listed buildings such as Birmingham Town Hall while also reducing the line's carbon footprint.**



Figure 5: Key Metro Stops during the Games



**KEY**

- Key Metro Stops
- Metro Routes
- Future Metro Routes (operational by Games Time)
- Metro Stops
- Shuttle Service
- Venues
- 1 West Park
- 2 Sandwell Aquatics Centre
- 3 Arena Birmingham
- 4 Smithfield

# MANAGING LOCAL TRAFFIC AND PARKING PLANS

The Commonwealth Games will attract many visitors to venues and their surrounding areas. To minimise disruption and limit the impact on local areas, there will need to be parking controls and event-day traffic management in the areas around competition venues. Every venue is different; therefore, each will have its own bespoke Local Area Traffic Management and Parking Plan (LATMP). These plans will be designed to protect residents and businesses, ensuring that they have access to properties and parking. All traffic management plans will include the provision of blue badge parking and accessible load zones.

The LATMPs are key in delivering successful events – they will support venue operations, ensure safe pedestrian routes for spectators and help keep traffic moving around competition and key non-competition venues so that athletes, officials, workforce and spectators arrive on time.

## Traffic Management Measures

A range of temporary traffic management measures may be implemented – they will be in operation on the competition days held at the venue, as well as on any other days as required to support venue operations. Before determining the measures and applying such restrictions, careful consideration will be given to local business and resident access requirements. The traffic management design for venues will also consider existing blue badge parking facilities and load zones in the locality. As a standard practice, existing operations will not look to be suspended, however, in the unlikely event that this should be necessary, consideration will be given to provide temporary blue badge measures nearby to compensate.

These may include (but not limited to) the following:

- Parking restrictions and changes to local access around venues;
- Restricted turns and/or road restrictions
- Diversion routes
- Kerbside waiting and loading restrictions
- Event-specific signage and messaging to support transport movement within the area of the venue
- Suspension or relocation of bus stops/services
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Controlled Parking Zones to provide a consistent parking restriction around the venue, whilst allowing access for freight deliveries, residents and businesses.
- Temporary Traffic Regulation Orders & Temporary Traffic Road Notices to introduce and to allow enforcement of any proposed on-street parking measures, waiting/loading restrictions, reduced speed limits, prohibited vehicle movements, introduce road restrictions as required through the LATMP detailed design.

LATMP measures will be proportionate to the requirements for each venue and developed in line with the following aims:

- Incremental - building on existing measures where possible and keeping change to a minimum, such as adapting an existing parking zone rather than creating a new or different plan;
- Necessary and affordable – will not be introduced where existing arrangements are deemed adequate;
- Easy to install - the temporary nature of measures should influence design, making them simple to install, easy to 'switch on and off' and able to respond to unexpected or changing conditions where necessary;
- Operable and enforceable – ensuring that the design does not create operational problems, making measures easy to enforce and self-enforcing wherever possible; and
- Suitable – protecting, and minimising the impact, on residents and businesses.

## Controlled Parking Zones

Around each venue, existing parking arrangements will be reviewed to determine whether they are sufficient to manage traffic and parking on event days. Where the existing on-street parking restrictions are not sufficient to manage the parking around the venue, Event Day Controlled Parking Zones will be implemented - these are parking restrictions designed to protect local residents and businesses from indiscriminate parking during event day. Only accredited vehicles, local residents and businesses will be able to park in Controlled Parking Zones.

For spectators, public transport, cycling and walking will be the easiest and most effective way to get around during the Games. We understand that not everyone can use public transport, cycling or walking and for these reasons, blue badge parking will be available at all venues.

Spectator parking will only be permitted in designated areas, for example at Park & Ride sites and to access blue badge parking at venues. For venues that already provide official car parking, these areas of parking will be reviewed for their suitability to be used as part of the traffic management proposals for the venue.

## Supporting Access to the Venues

Only approved vehicles will be able to access the venue, for example vehicles transporting athletes or those delivering goods to support the operations of the venue. For security purposes, all such vehicles will have to pass through a Vehicle Screening Area and all spectators and workforce will pass through a Pedestrian Screening Area. LATMP measures are crucial in ensuring there is sufficient space around venues to allow the safe operation and management of these areas.

# GREEN ROUTES TO VENUES – MAXIMISING CYCLING AND WALKING

Ensuring walking and cycling plays a prominent role in moving spectators and workforce throughout the region is a key objective in delivering a Clean and Green Games. Through a network of safe, accessible and convenient active travel routes, spectators will be encouraged to walk and cycle to the venues, supporting the region's ambition of achieving a 5% mode split in journeys made by bike or on foot<sup>21</sup>.

To maximise walking and cycling, we are developing a concept of 'Green Routes to Venues' (green routes) to provide dedicated links between strategic centres and key venues.

Active travel is a priority for the Birmingham 2022 Games as we strive to support a healthier and greener future for as many people as possible, regardless of their socio-economic status.

We will promote cycling and walking as a long-term solution through better use of the new and existing active travel routes across the region.



Green routes will focus on both the promotion and improvement of existing walking and cycling infrastructure, including existing dedicated cycle lanes, national cycle network routes and the local canal network.

Green routes will focus on active travel corridors to Alexander Stadium, Edgbaston Stadium, University of Birmingham, Coventry Stadium & Arena and within Birmingham city centre. The location of these venues offers the most potential to generate higher levels of walking and cycling trips. Whilst cycle parking will be provided at all venues, we will look to provide higher quality and greater capacity of cycle parking at venues to further promote and support their use.

Green routes corridors will benefit from new wayfinding and signage. We will also look to work with local authorities and partners to identify and assess opportunities for physical improvements to deliver continuous, safe and attractive green route infrastructure.

Supported by an extensive travel demand management campaign which includes marketing and communications, we will actively promote the use of green routes for accessing venues.

This will include the use of the RTCC to provide live status updates of green route corridors, routing information and details on cycle hire and cycle parking availability. We will also look to provide personalised journey planning through the Games journey app to support those wishing to cycle and walk to the venues.

Safety audits of green routes will be undertaken to assess and mitigate conflicts between cyclists, pedestrians and/or vehicles. Additionally, access and accessibility audits will ensure those with disabilities and/or those riding on modified cycles are accommodated.

To support the green routes concept, we will produce an Active Travel Strategy. This strategy will outline a supporting programme of measures and detail how the green routes to venue and active travel will be fully integrated into the Games transport offer.



We aim to encourage spectators, workforce and residents to live active and healthy lifestyles.

Our legacy aim for this Games is to create a step change in active travel. Easy access to green routes will enable more people to walk and cycle around the region and specifically within the city of Birmingham.

## Optimising Cycling During the Games

Presently, there are several other cycling projects in various stages of development across the region, such as Cycling for Everyone and the West Midlands Cycle Hire Scheme. These will play an important role in supporting the Games green routes concepts and the wider Active travel Strategy whilst supporting TfWM in achieving its long-term legacy goals of encouraging a healthy and active lifestyle, and improved mental health and wellbeing.



We will work closely with cycle scheme operators to ensure enough bicycles are available at strategic locations throughout the region.

## Cycling for Everyone

We are currently developing a cycling legacy package focused around 'Cycling for Everyone'.

This package will enable those who otherwise would not benefit from the existing cycling network and infrastructure investments to take advantage of the interventions to support long term behaviour change and confidence around cycling. This initiative aims to reduce the existing gap in inequality through targeting 1-3% of people living in the most deprived communities in the West Midlands and providing them with support services such as training (for both adults and children) and an inclusive cycling offer.

This will also aim to overcome barriers of bike ownership through schemes such as Big Birmingham Bikes or through subsidised West Midlands Cycle Hire memberships.

## West Midlands Cycle Hire

During 2021, West Midlands Cycle Hire Scheme will roll out 1,500 bikes over all 7 West Midlands Local Authority areas. The 1,500 bikes will be made up of 1,350 pedal bikes and 150 electric-bikes.

Although the scheme is predominately a docked solution, there will be facilities in areas for special sites or events during the Commonwealth Games and we will look to increase capacity for cycle hire to accommodate Games demand and support the Green Routes to Venue objectives.

### Active Travel Strategy

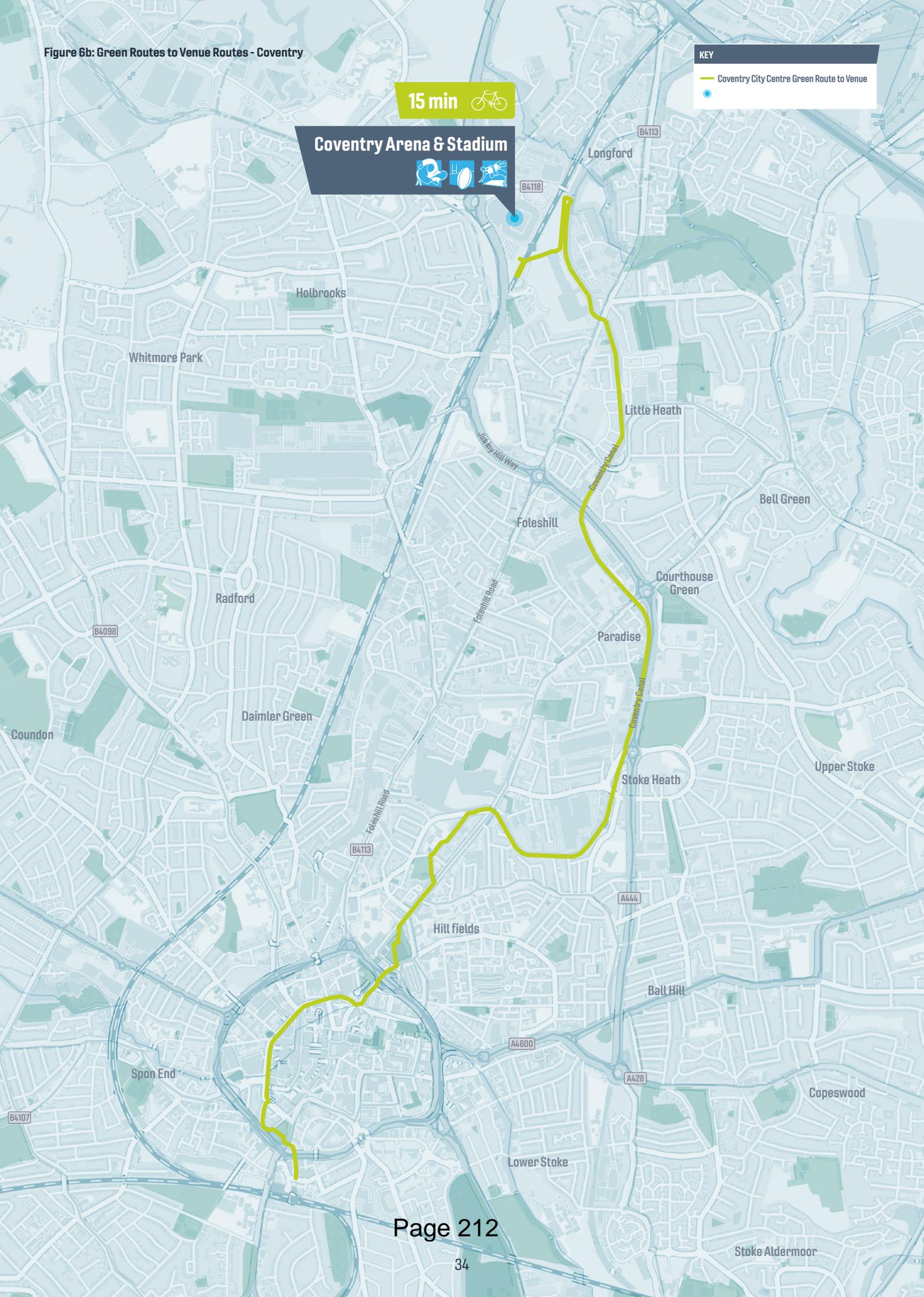
The Active Travel Strategy will be published in 2021 and will provide more information regarding:

- Cycle parking at Games venues;
- Cycle parking facilities for cyclists travelling to the city centre during Games time;
- Cycle parking facilities on event days during road events; and
- Adapted cycles.





Figure 6b: Green Routes to Venue Routes - Coventry



## PARK AND RIDE

Park and Ride (P&R) and Park and Walk (P&W) will be an essential component of delivering the Commonwealth Games, helping to manage congestion and parking around venues and minimise the Games' impact on the local road network. A Park and Ride Delivery Plan will set out the objectives and detail the P&R and P&W arrangements during the Games.

Since the draft Strategic Transport Plan was published in 2019, partners have assessed the venues in more detail, looking carefully at local considerations for P&R and P&W.

P&R and P&W sites will be strategically located to provide an option for car drivers to conveniently park and complete their journey using our bus shuttle services or by walking. As planning evolves, the area-based objectives will underpin how sites are taken forward and delivered. Currently, P&R, P&W and bus shuttle services are planned to operate at the following venues only:

	Bus Shuttles	Park & Ride	Park & Walk
Alexander Stadium			
Cannock Chase	 *		
Birmingham City Centre			
Coventry Arena			
Coventry Stadium	 **		
Edgbaston Cricket Ground			
NEC Cluster			 ****
Sandwell Aquatics Centre	 ***		
Sutton Park			
Victoria Park			

- \*Shuttle bus service operating from Stafford station
- \*\*Shuttle bus service operating from Coventry railway station
- \*\*\*Shuttle bus service connecting from Hawthorns to the competition venue
- \*\*\*Park and Walk provisions at the NEC Cluster are managed and operated independently by the NEC.



Some of the P&R sites for Coventry Stadium may be located within city centres to showcase the area, promote tourism and enhance the city centre economy

**P&R**

P&R sites will be located to minimise congestion on key routes and will consider factors such as:

- Minimising the impact on the operation of the existing network
- Access via long-distance corridors such as motorways, and;
- Proximity and access to key venues - a maximum journey time of 30-minutes by shuttle bus between the P&R site and the event venue.

The number of P&R sites provided will depend on the demand for each venue and capacity at each site. However, where the P&R capacity is lower than the demand, the total number of P&R sites will increase to meet the demand where feasible.

Each P&R site will serve one competition venue and, in some cases, where venues will host multiple sessions in a single day, additional P&R sites will operate in the gap between competition sessions to serve the later arrival of spectators. Equally, the same P&R site will be used to serve multiple events if the gaps between sessions are longer.

In Coventry city centre, a smaller number of P&R sites are likely to operate in conjunction with a larger, existing central transport station, where a dedicated shuttle bus service will also be stationed. Here, drivers will park their vehicles and walk a short distance to access the shuttle bus service to the competition venue.

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## PARK AND WALK

A P&W strategy is currently being developed and will set out how to best manage demand at venues. We acknowledge walking is not accessible for all visitors, therefore, all park and walk sites will undergo an equality impact assessment to identify potential barriers to accessibility.

Special consideration will also be made to protect any sensitive ecological environments at Cannock Chase (an Area of Outstanding Natural Beauty), along with a plan to mitigate any potential risks.

We will produce a P&R & P&W Delivery Plan later in 2021, setting out the final locations for P&R and P&W sites, along with their detailed operational plans.

More information about P&W and the P&W services at different venues will be included once further details are confirmed.

# BIRMINGHAM 2022

commonwealth  
games

# TAXIS AND PRIVATE HIRE VEHICLES

Taxis and Private Hire Vehicles (PHV) are an integral part of the public transport system in the West Midlands, particularly since the emergence of app based private hire booking platforms such as Uber.

Taxis and PHVs will be managed at transport hubs and interchanges and competition-venues only. We will incorporate their requirements into the Venue Transport Operation Plans and will determine factors such as parking arrangements, the management of vehicles, venue-specific access controls, and pick-up and drop off zones. Accessible taxi drop-offs will be facilitated at venues. Work is ongoing to identify the best locations for these sites and to ensure minimal impact occurs on everyday activity around the venues.

We will collaborate with taxi and the PHV groups via our established networks to ensure a consistent transport offer is provided for spectators and providers alike. These collaborative networks will also enable us to draw upon local knowledge to further enhance the operation and planning for taxis and PHVs services during the Games.

During the Games, taxi and PHV offers will be integrated into the journey planning platforms and signage (where appropriate) will be used to inform spectators of the designated access points for taxi and PHV services.

We will deliver accessible and inclusive venue access to optimise spectator experience.



# VENUE TRANSPORT OPERATIONS PLANS

We will carefully consider the operations at key competition venues such as the Alexander Stadium, as well as at non-competition venues like hotels and training venues. Decisions will reflect factors such as existing event-day operations and Games-specific requirements (for the likes of transporting athletes).

Each venue will have a Venue Transport Operation Plan (VTOP) specific to the needs of the venue, number of spectators and its location. The VTOPs ensure all venues receive tailored, all-round services across the Games Family, irrespective of sport or venue. The services delivered may vary to address venue-specific challenges, however the overall level and quality of service will remain the same.

The following elements inform the planning process of the overall VTOPs:

Proposed temporary changes to traffic and parking management on the local streets around the venues to allow free flowing conditions on key routes

Identifying pick-up and drop-off points for Games specific services and provide better links to public transport



Assigned walking and cycling routes from transport hubs to venues, signage by temporary signage, wayfinding, traffic control and cycle parking facilities

Dedicated areas for PHVs including Rideshare and Demand Responsive Travel

As the VTOPs are currently being developed, the following section outlines the emerging transport plans for the different Games venues. Details may change as planning progresses – updated information will be provided in the final Games Transport Plan.

# ALEXANDER STADIUM

The Alexander Stadium will host the Athletics events, as well as the Opening and Closing Ceremonies. This international standard athletics venue is being redeveloped for the Commonwealth Games and will have a Games time capacity of approximately 30,000. Following the Games, the stadium will continue to be home to the famous Birchfield Harriers athletics club and host international Athletics and other events with a capacity of approximately 18,000.

To facilitate transport operations for both Games Family and spectators, dedicated areas for drop off and pick up (transport malls) will be installed close to the stadium. It is also likely that local traffic restrictions will need to be in place, especially around the Opening and Closing Ceremonies.

A transport mall is a hub located at a venue where Games vehicles pick up and drop off passengers

Spectators will be encouraged to travel by public transport to the event and the options available will include dedicated shuttle bus services and rail services at the newly redeveloped Perry Barr rail station. Equally, the new segregated cycleway on the A34 will also provide an easy, accessible route to the venue.

The key elements of the VTOP for the Alexander Stadium are shown on the map below:

Figure 7: Transport Plan for the Alexander Stadium

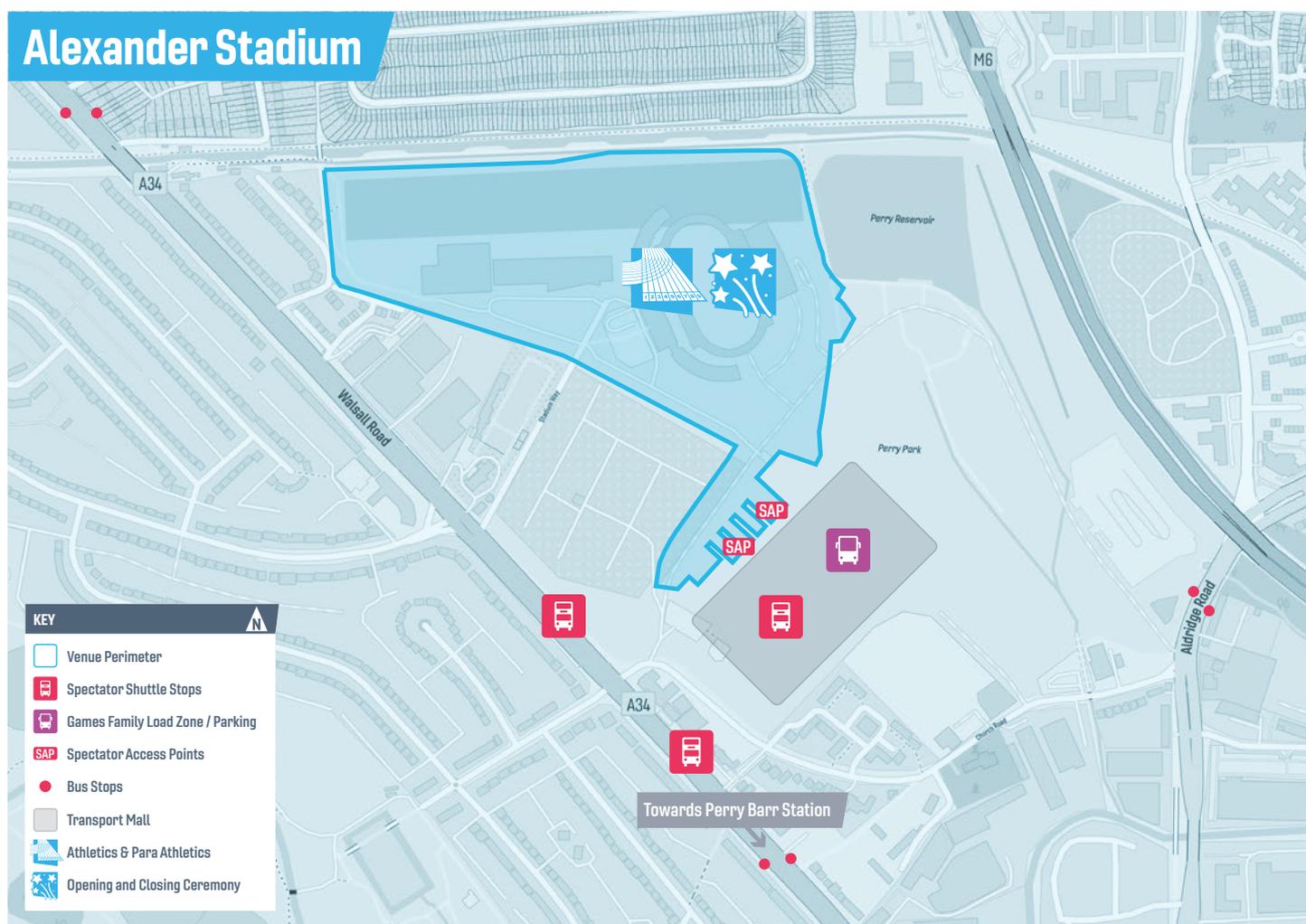


Figure 8: Daily competition schedule for Alexander Stadium

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Opening/Closing Ceremony	Alexander Stadium	OC											CC
Athletics (inc Para Athletics)	Alexander Stadium												

## CENTRAL BIRMINGHAM CLUSTER

The venues located around the centre of Birmingham have been grouped together to form a 'cluster'. These include Arena Birmingham, Smithfield, and the Marathon route.

Central Birmingham will be the heart of the Games and will be filled with activity throughout Games time. A substantial amount of work has been undertaken to ensure the competition venues, live sites and key transport hubs function to the best of their ability during the Games, ensuring everyday journeys are maintained for residents, workers and businesses and an overall great travel experience is offered to visitors.

Live sites are designated public areas where members of the public can watch events on big screens

### Live Sites

Throughout the duration of the Games, live sites will be hosted in places across the region to allow the public to experience the atmosphere of the event. These sites will be situated in well-connected locations and are likely to offer large screens, refreshments, and temporary seating.

Two live sites will be located within the city centre. The first will be within the Smithfield venue and the second live site will follow the trail of Birmingham's annual Christmas Markets located in the city centre - from New Street to Centenary Square. This will be a family friendly site, with artists and performers opening in advance of the Opening Ceremony to generate buzz and excitement in the city centre.

**Arena Birmingham** will be the main media centre throughout the Games and will also host the Artistic and Rhythmic Gymnastics. There will be changes to how the venue has operated in the past and spectators are encouraged to use public transport to access the venue.

With the use of its former outdoor market site, the **Smithfield Site** in Digbeth will also house two competition venues- Basketball and Wheelchair Basketball 3x3 and Beach Volleyball- transforming the area into a lively and exciting sporting arena with 10 days of competition and multiple sessions per day. Some traffic management will be required to facilitate Athlete journeys, Officials and load zones. Spectators will be well served by the various public transport options in the areas.

The **Marathon route** will feature many of the city's well-known landmarks as it winds through the city centre on the first Saturday of the Games. Multiple road restrictions and temporary arrangements, such as changes to bus stops and routes will be in place to facilitate this notable event.

Overall, public transport and active travel will be the most convenient way to access the city centre venues. The area is well served with high-frequency rail and public transport services; particularly at New Street Station - a major transport hub. Additional trains and buses will also operate during Games time to accommodate the increase in demand throughout this period. TfWM is exploring the option of electric scooter provision to cope with demand in this area.

Several temporary road and traffic arrangements will be in place throughout the Games to minimise disruption and uphold the needs of local businesses and residents.

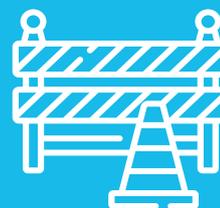


Figure 9: Transport Plan for the Arena Birmingham



Figure 10: Daily competition schedule for Arena Birmingham

		July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Sport/Discipline	Venue	28	29	30	31	1	2	3	4	5	6	7	8
Gymnastics (Artistic)	Arena Birmingham												
Gymnastics (Rhythmic)	Arena Birmingham												

Figure 11: Transport Plan for Smithfield

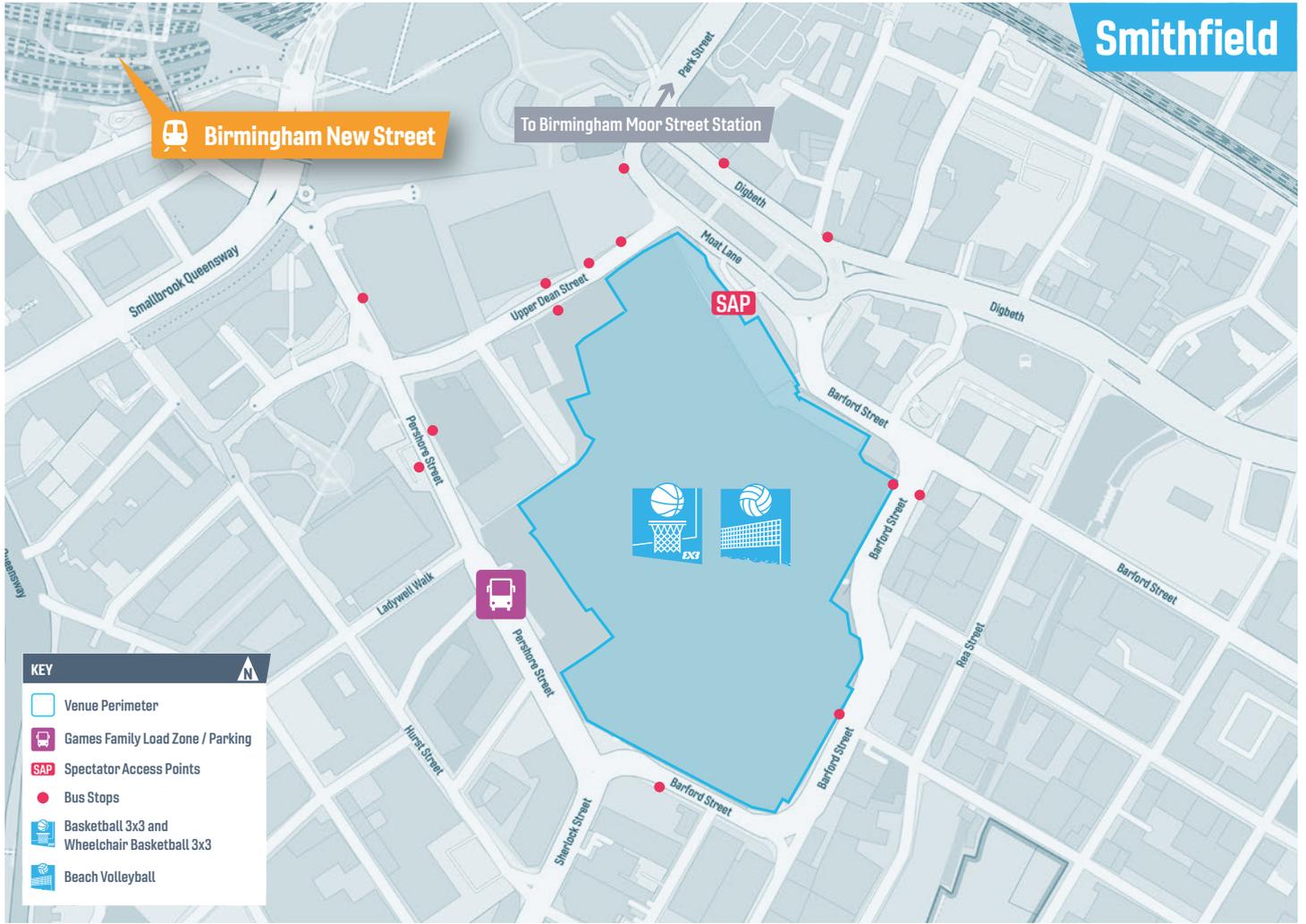


Figure 12: Daily competition schedule for Smithfield

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Basketball 3x3 (inc Wheelchair Basketball 3x3)	Smithfield												
Beach Volleyball	Smithfield												
Athletics (Marathon)	TBC												

# EDGBASTON VENUE CLUSTER

- **Edgbaston Cricket Ground**
- **University of Birmingham**

The Edgbaston area of Birmingham, southwest of the city centre will play an important role in the Games and will see action throughout the Games period and before. The world-famous Edgbaston Cricket Ground will host the Women's Cricket competition with two sessions per day and action on eight days of the Games. Likewise, as part of the 3 Athlete Villages, the Commonwealth Games Village Birmingham will operate upon the Athletes' arrival.

State of the art sporting facilities at the University will be adapted into world class competition venues for Hockey and Squash. These venues will be in use throughout the eleven days of sport and will no doubt provide some great sporting moments.

There will be significant changes to how traffic can circulate throughout this area and spectators and workforce alike will be encouraged to make use of University Station and the improved active travel links (walking and cycling). Spectators can walk from the city centre along the historic canal network or cycle down Birmingham Cycle Revolution A38/ Bristol Road Cycle Route to get to both these venues. Additionally, extra capacity on public transport will operate on event days to accommodate the increase in demand.

A temporary transport mall will be created at the Commonwealth Games Village Birmingham from where Athletes will catch bus and car services out to competition venues across the region.

Walking from the city centre to Edgbaston Cricket Ground will take approximately 35 minutes from New Street Station – shorter than most people think.

Shuttle bus services will also be available and there will be additional changes to road operations from what is normally seen during international cricket events.



The Commonwealth Games Villages are secure accommodation sites provided to athletes and team officials.

They offer the facilities required for competing athletes and include dining and leisure amenities. The villages will be served by accredited games family vehicles.

Figure 13: Transport Plan for Edgbaston Stadium

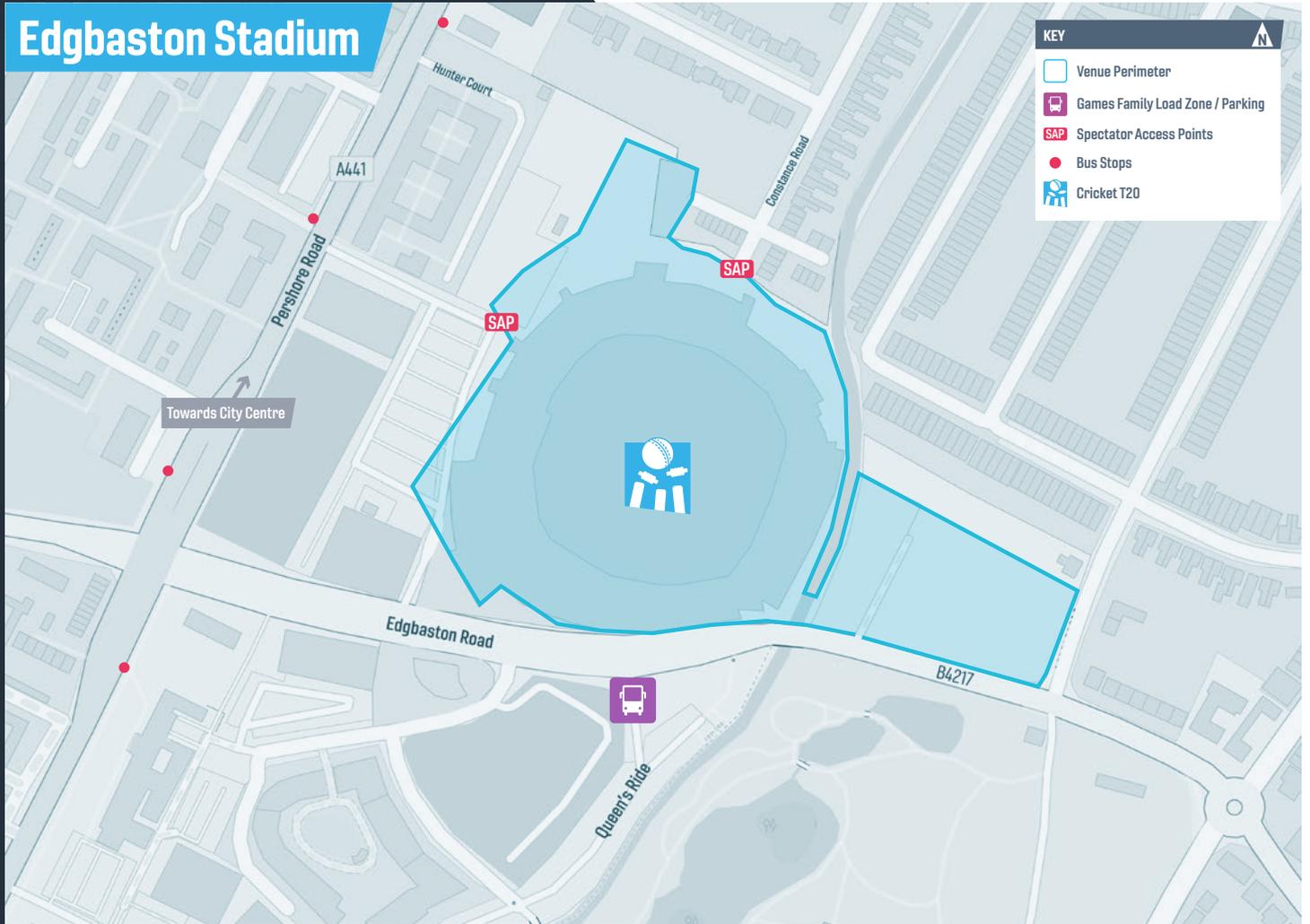


Figure 14: Daily competition schedule for Edgbaston Stadium

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Cricket T20	Edgbaston Stadium	28	29	30	31	1	2	3	4	5	6	7	8

Figure 15: Transport Plan for University of Birmingham

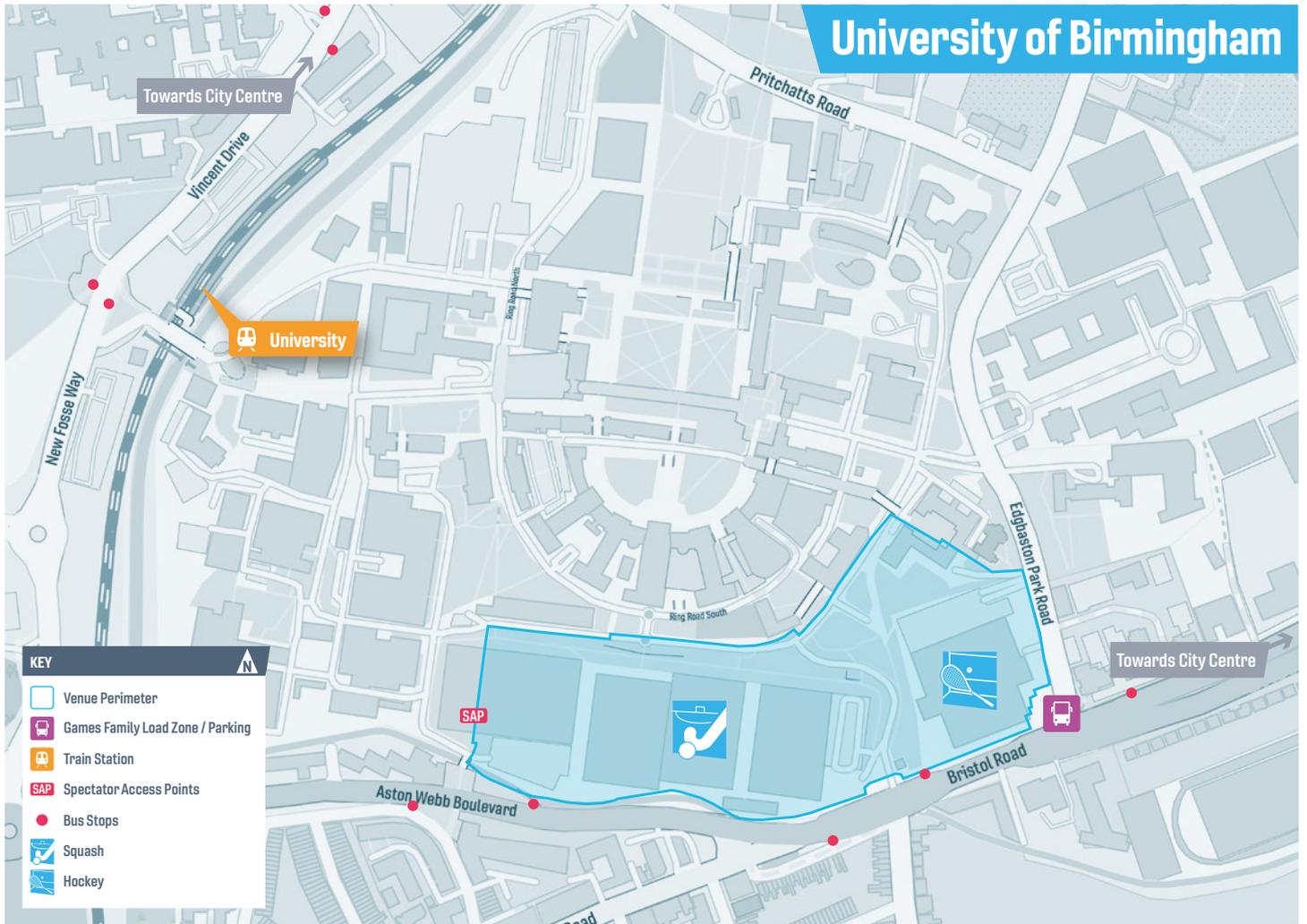


Figure 16: Daily competition schedule for University of Birmingham

	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Sport/Discipline	Venue	28	29	30	31	1	2	3	4	5	6	7	8
Hockey	University of Birmingham												
Squash	University of Birmingham												

# SUTTON PARK

Sutton Park, a 2,400-acre National Nature Reserve located six miles north of Birmingham city centre is one of the largest urban parks in Europe, as well as a Scheduled Ancient Monument and a Site of Special Scientific Interest. The park has open heathland, woodlands, seven lakes, wetlands and marshes, and will host the Swimming and Running components of the Triathlon competitions for the Games, while the cycling will take place on a short circuit around Boldmere High Street, Jockey Road and Chester Road. Temporary traffic restrictions at this location will be in place.

Spectators and workforce alike will be advised to travel to the venue by rail - via Sutton Coldfield station. From here, walking routes to the venue will be clearly signposted to guide visitors to the event. Rail services at this station will be strengthened to serve the additional demand on competition days.

Figure 17: Transport Plan Sutton Park

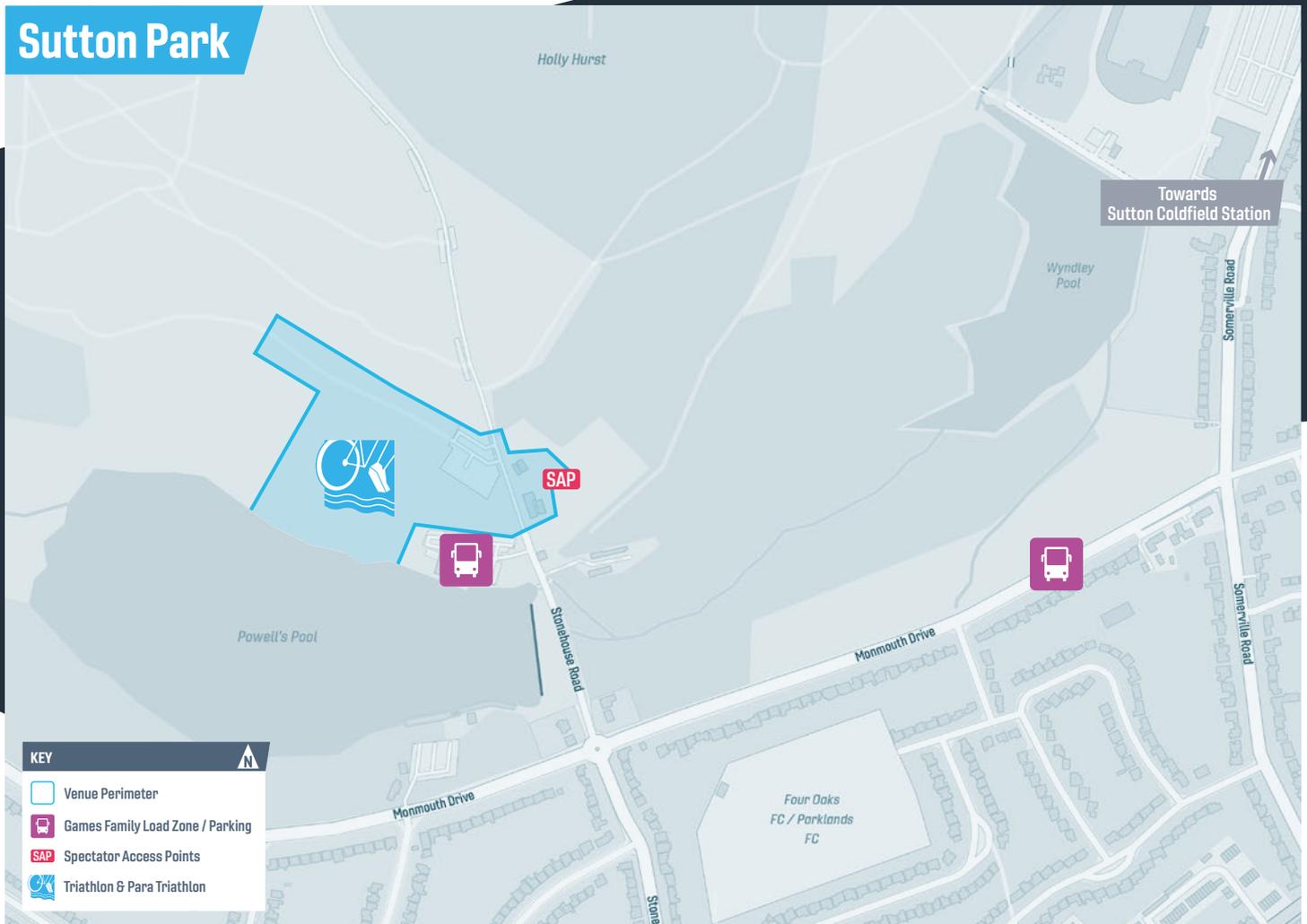


Figure 18: Daily competition schedule for Sutton Park venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Triathlon (inc Para Triathlon)	Sutton Park												

# THE NATIONAL EXHIBITION CENTRE VENUE CLUSTER

- **The National Exhibition Centre**
- **Commonwealth Games Village NEC**
- **Birmingham Airport**
- **Birmingham International Station**

The purpose-built National Exhibition Centre (NEC) complex located to the east of Birmingham, in Solihull will play host to numerous sports, the International Broadcast Centre and an Athletes Village. This institution at the heart of the motorway network will draw upon years of experience hosting events and introduce a few new arrangements.

Perfectly placed alongside Birmingham International Station, a special Designated Walking Route will be in operation between Birmingham International Railway Station and the spectator entrance point. Although public transport will be an easy and convenient way to get to the NEC, unlike other venues, spectators will be permitted to park within the NEC complex.

The Commonwealth Games Village NEC will provide high quality accommodation for athletes and team officials. A specifically designed transport mall will be created to cater for Athlete services by car, bus and other services for supporting operations and visitors.

Figure 19: Transport Plan for the NEC

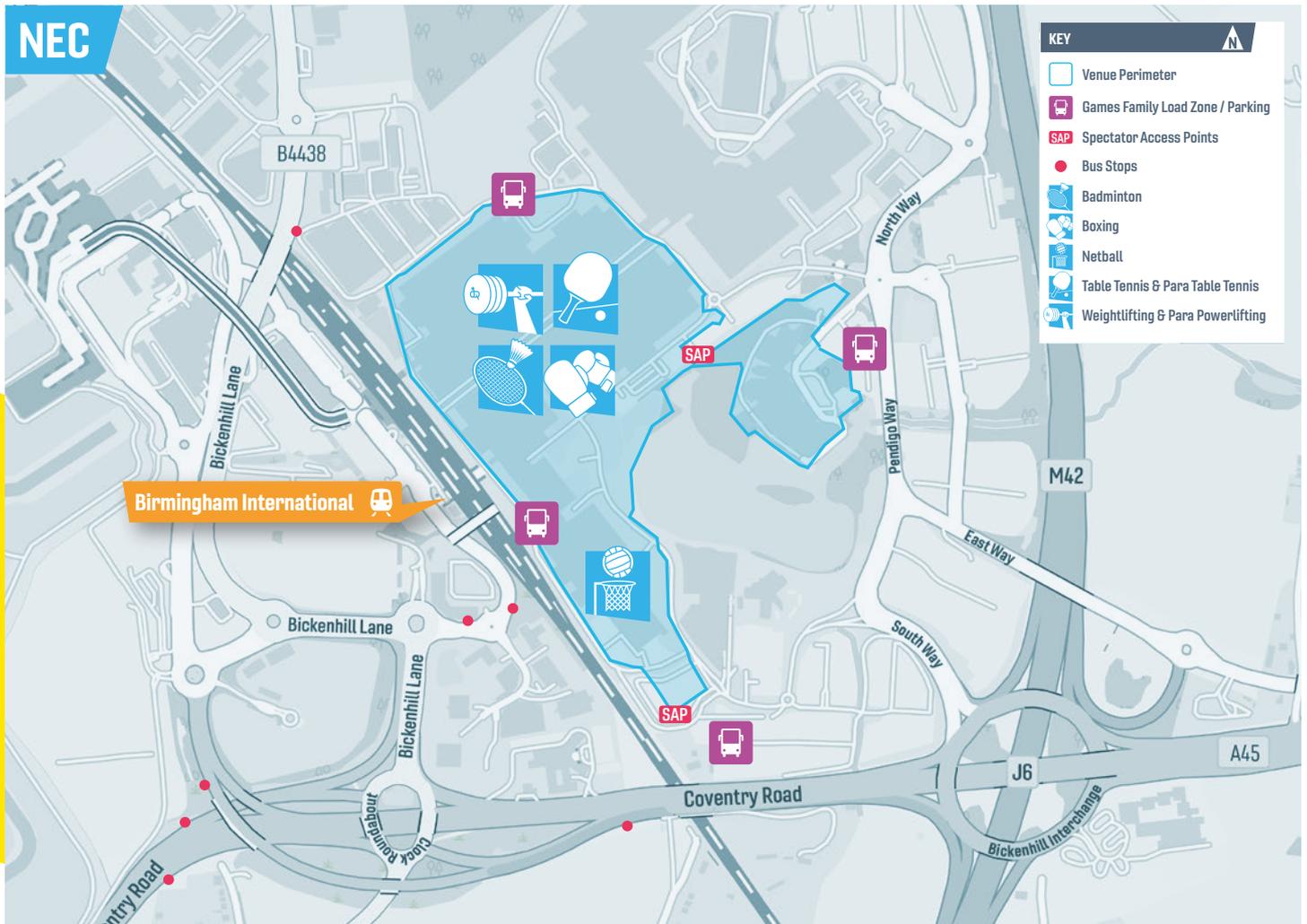


Figure 20: Daily competition schedule for NEC venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Badminton	NEC												
Boxing	NEC												
Table Tennis (inc Para Table Tennis)	NEC												
Weightlifting and Para Powerlifting	NEC												

## CYCLING EVENTS

- **Wolverhampton Time Trial**
- **Warwick Road Race**
- **Cannock Chase Mountain Bike, and**
- **Lee Valley VeloPark, London for Track and Para Track Cycling**

Each of the Midlands based venues will be made up of a 'Start and Finish Venue' with some spectator seating and back of house areas for the Athletes and Media along with a 'Field Of Play' that takes in the wider road network or surrounding area. The Lee Valley Velodrome is the award-winning Track Cycling venue built for the London Olympics and is a permanent feature of the Olympic Park in Stratford, northeast London.

Both the Road Race and Time Trial will take place on roads normally used by the public, and so will require significant traffic management measures (e.g. temporary closures, route diversions and changes to local bus services) to ensure safe, entertaining events can take place. There will be opportunities for the public to spectate at various points along the routes to watch athletes' pass by. It is important that those looking to catch a glimpse of the action use public and active travel to access the viewing area as there will be changes to the road network on event days.

Wolverhampton has an excellent public transport offer with a transport interchange in the city centre supporting bus, railway and Metro services. Public transport will therefore be the best mode of choice for spectators and workforce attending Games events in Wolverhampton. Likewise, the Lee Valley Velodrome (London) is also well served by public transport services.

Rail travel (via Warwick station) will be the most convenient mode of travel for spectators and workforce attending the Warwick Road Race. Likewise, rail will also be easily accessible for those attending events at Cannock Chase – with services operating via the Chase line and the Stafford Line.

## LEE VALLEY VELODROME (LONDON)

Lee Valley Velodrome located within the Lee Valley VeloPark at the Queen Elizabeth Olympic Park in Stratford, East London was opened to the public in March 2014. The facility was one of the permanent venues for the 2012 Olympic and Paralympic Games.

Lee Valley VeloPark is at the northern end of Queen Elizabeth Olympic Park. It has a velodrome and BMX racetrack, which have been used for the London 2012 Olympic Games, as well as a one-mile (1.6 km) road course and 5 miles (8 km) of mountain bike trails.

The venue has continued to host world class cycling events post London 2012 Olympics and Paralympic Games including the Revolution Series, UCI Track Cycling World Cup, 2016 UCI Track Cycling World Championships and currently hosts the annual Six Day Series.

Rail travel is the most convenient mode of travel for spectators attending the cycling events at Lee Valley Velopark, with a number of stations located approximately a 20-minute walk from the venue.

Stratford station is served by the Underground (Jubilee and Central lines), the Docklands Light Railway (DLR) and Abellio Greater Anglia national rail services to Liverpool Street, Essex and East Anglia. Stratford International station is served by the DLR and national rail Southeastern High Speed 1 services to St Pancras International.

Several bus routes connect Stratford and Stratford International stations with the VeloPark. There is also an accessible shuttle serving both Stratford and Stratford International stations.



# VICTORIA PARK

Victoria Park located in Leamington Spa will host the Lawn Bowls competition. The Leamington Spa bowls club is the resident club and the home of English Bowls. The venue hosts the annual Bowls England National Championships, held in August. The five greens in Victoria Park are used for County competitions, national events and for international matches and competitions. Multiple sessions per day across eleven days of competition will ensure this venue and the sport of Lawn Bowls are another key feature of this Games.

Rail will be the most convenient way to travel to this venue, with Leamington Spa Station located close by. TfWM is also working with partners to identify potential for P&W provision.

Figure 21: Transport Plan for the Victoria Park

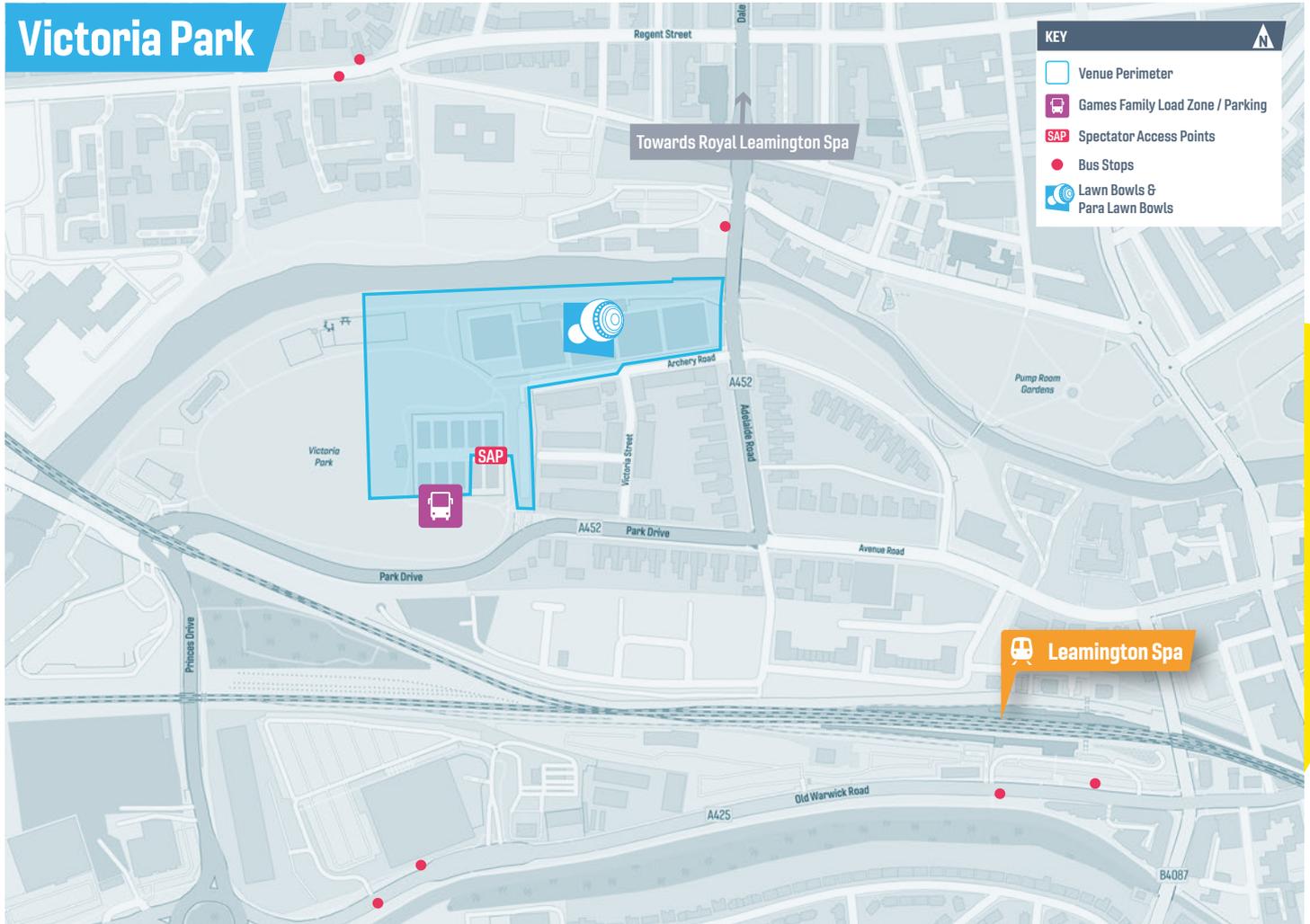


Figure 22: Daily competition schedule for Cycling Venues and Victoria Park Lawn Bowls

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Cycling (Mountain Bike)	Cannock Chase Forest												
Cycling (Road Race)	St Nicholas Park												
Cycling (Time Trial)	West Park												
Cycling (Track inc Para Cycling Track)	Lee Valley Velopark												
Lawn Bowls (inc Para Lawn Bowls)	Victoria Park												

# SANDWELL AQUATICS CENTRE

Sandwell Aquatics Centre is being constructed especially for the Games and will host the all-important Swimming and Diving Competitions through the eleven days of competition. After the Games, this modern facility will take full advantage of its residential location and provide leisure facilities to Sandwell residents and those from further afield.

TfWM will look to create an integrated transport hub around Hawthorns railway station where primary rail access from Birmingham city centre is combined with tram access via Hawthorns tram stop and P&R sites in the vicinity. Dedicated bus shuttles would then operate between the transport hub and the venue. The newly renovated railway stations at Smethwick Rolfe Street and Smethwick Galton Bridge, with improvements to the public realm and walking routes, will provide further access for inter-city services and local services with walking routes clearly signposted to guide visitors towards the venue. Several temporary changes to the road network will also be in place to help ensure the smooth running of the Games.

Figure 23: Transport Plan for the Sandwell Aquatics Centre

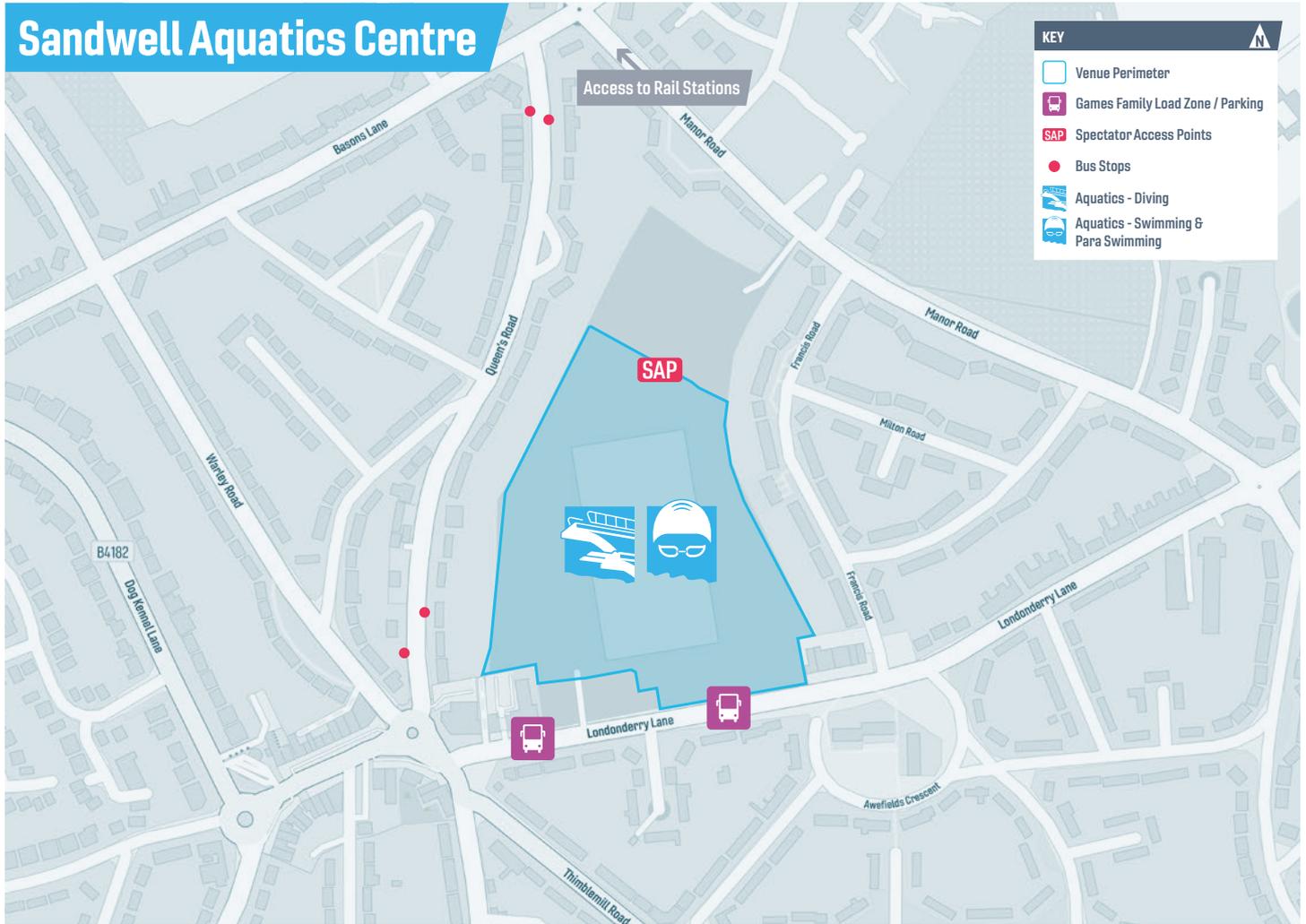


Figure 24: Daily competition schedule for Sandwell Aquatics Centre Venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Aquatics (Swimming inc Para Swimming)	Sandwell Aquatics Centre												
Aquatics (Diving)	Sandwell Aquatics Centre												

# COVENTRY STADIUM AND ARENA

Coventry Stadium and Arena will host the Rugby Sevens Competition (Stadium), Judo and Wrestling (Arena) and will follow much of the normal event-day transport operation. Rail will provide the best connectivity from Coventry city centre, from where dedicated bus shuttles will operate to transport spectators and workforce to the venues. Spectators accessing the venue from the East Midlands via Nuneaton will be able to access the venue via Coventry Arena Station - situated directly adjacent to the event.

For events at Coventry Stadium, TfWM is exploring options for potential P&R sites, including within the city centre, and P&W sites around the stadium.

Figure 25: Transport Plan for the Coventry Arena and Stadium

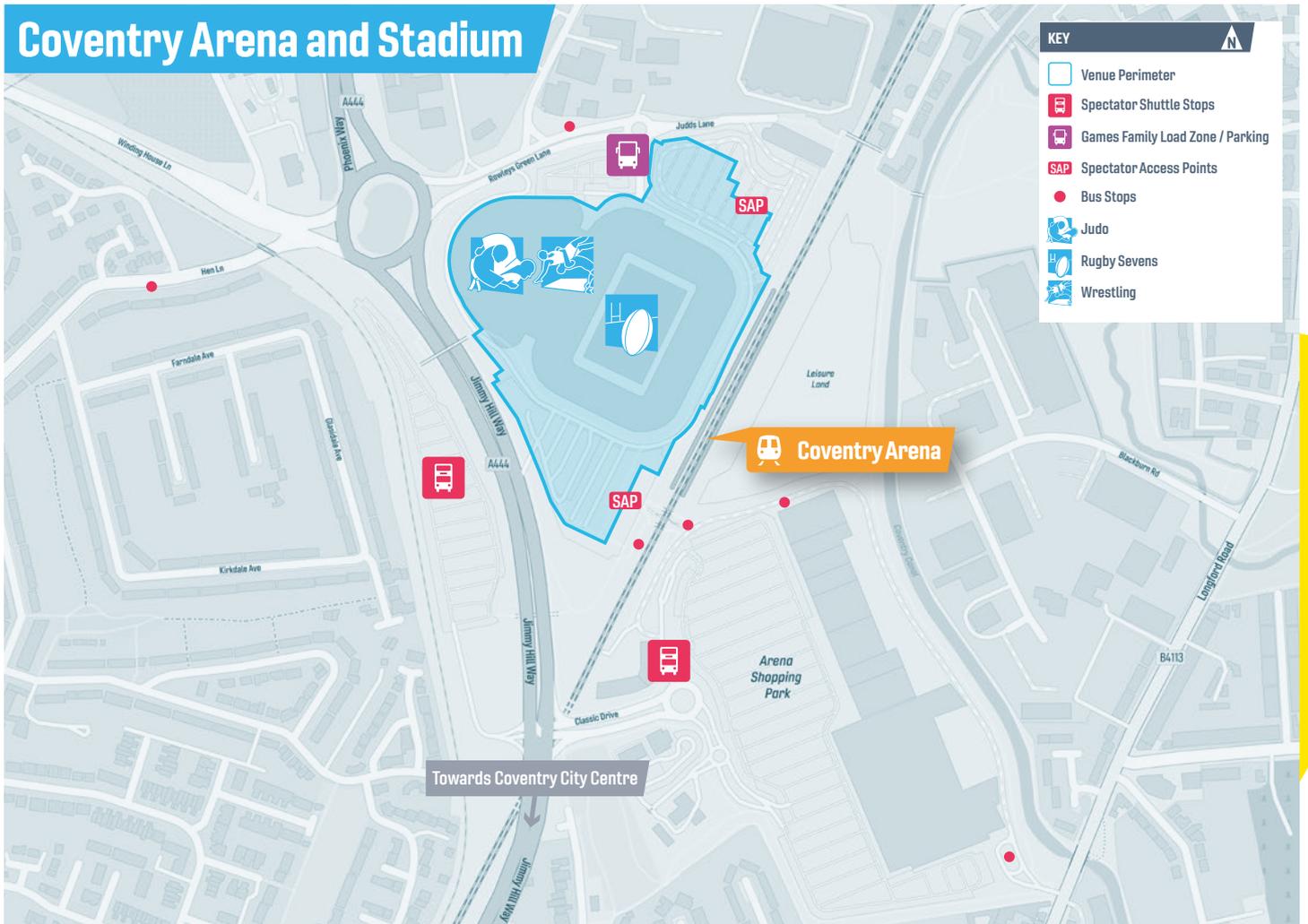


Figure 26: Daily competition schedule for Coventry Venues

		July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Sport/Discipline	Venue	28	29	30	31	1	2	3	4	5	6	7	8
Judo	Coventry Arena												
Rugby Sevens	Coventry Stadium												
Wrestling	Coventry Arena												

# 9. GAMES FAMILY TRANSPORTATION

The OC has the lead responsibility for planning detailed transport operations around each competition venue for the Games Family, which includes Athletes, media and technical officials travelling and staying in region during the period of the Games. Together, along with other key stakeholders, TfWM and the OC will produce detailed transport operation plans to connect the Games Family to competition and non-competition venues, taking into account the wider network demands. This will provide the Games Family with reliable journeys and timings which they can build into their planning and preparations to get the Athletes and officials to their competitions on time.

## THE GAMES ROUTE NETWORK

The successful management of the West Midlands road network is critical to the success of the Games. During the Commonwealth Games the road network will need to function efficiently to balance the travel movement priorities of Athletes, other Games Family and Spectators with minimal disruption to businesses, residents and everyday users of the network. Safe, reliable and efficient transport will be provided for the Games Family through the provision of a Games Route Network (GRN), on which journeys will be undertaken between their accommodation, competition and non-competition venues, and other official locations. The roads comprising of the GRN are designed in collaboration with the relevant authorities and are managed and maintained by local authorities in their capacity as Traffic and Highway Authorities.

### What is the Games Route Network?

The GRN is a network of existing roads that will be proactively managed in the run up to, and during the Commonwealth Games to accommodate Games time traffic. It will operate from 22 July to 10 August 2022 and will be made up of routes that link the competition and key non-competition venues to provide timely and reliable journey routes for the Games Family.

Roads that form the GRN will remain open to general traffic although there may be some restrictions close to venues. It is important to manage the roads that form the GRN to ensure reliable and consistent journey times for the Games Family so events can take place on time. Where necessary, a variety of traffic management measures will be implemented on the roads forming the GRN to ensure the route is as free flowing as possible, this may include measures such as kerbside restrictions, banned turns or road restrictions, and priority turning lanes.

## GRN COMPONENTS

The B2022 GRN will be divided into the following four categories:

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### CORE GRN

- This will provide the main links used by the Games Family covering access to and from the major competition venues, athletes villages, Games Family hotels, International Broadcast Centre and the Main Press Centre.
- The Core GRN will operate throughout the Games period.

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### VENUE GRN

- These routes will provide access to a competition venue if it is not already served by the Core GRN.
- These will only operate when the venues are in operation

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### ALTERNATIVE GRN

- These will provide contingency routes to the Core and Venue routes.

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### TRAINING GRN

- These will provide access to training venues for Athletes (Note: all locations to be confirmed).

The GRN will link the venues listed in Table 2. Games vehicles with appropriate OC issued Vehicle Access and/or Parking Permits will be encouraged to use the GRN.

Competition venues
Alexander Stadium, Birmingham
Arena Birmingham
Cannock Chase
Coventry Arena
Coventry Stadium
Edgbaston Cricket Stadium
NEC Arena and Halls
Sandwell Aquatics Centre
Smithfield, Birmingham
St Nicholas Park, Warwick
Sutton Park, Birmingham
University of Birmingham
Victoria Park, Leamington Spa
West Park, Wolverhampton

Non-competition venues
Birmingham City Centre Transport Hub
Coventry City Centre Transport Hub
Hawthorns Transport Hub
Stafford Transport Hub
Grand Hotel, Birmingham
Commonwealth Games Village NEC
Commonwealth Games Village Birmingham
Commonwealth Games Village Warwick
Training Venues

## Traffic Management Measures on the GRN

A range of temporary traffic management measures will be implemented where required on the GRN to help provide reliable journey times for Games Family vehicles. These measures will be in place before the competition events begin in order to support Athletes and Officials transport movement around the network and to effectively integrate into the venue coordination. Before determining the measures and applying such restrictions, we will give special consideration to local business, freight deliveries and resident access requirements.

Potential temporary traffic measures include:

- Changes to intersections such as banned or restricted turns
- Road restrictions
- Diversion routes
- Suspension or relocation of bus stops
- Event-specific signage and messaging
- Traffic signal improvements and extensions
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Kerbside waiting and loading restrictions
- Parking restrictions and changes to local access around venues

Some existing restrictions may be temporarily removed where there is a benefit to either GRN users, background traffic or emergency service vehicles. Impacts to public transport due to road restrictions including any temporary route changes and closures of bus stops will be consulted upon with key stakeholders and will also be discussed with the residents and businesses during the public engagement meetings. In addition, all information regarding the traffic management and temporary road restrictions will be communicated in advance of the Games through a range of communication channels.

## WAYFINDING AND REGULATORY SIGNAGE

Temporary traffic signs will be placed along the GRN to advise motorists of restrictions that will be in place on the GRN during the Games and to provide advance warning of restrictions in place ahead of time to allow for journeys to be adjusted. Where practical, signs may also be placed as part of our strategy to respond to any incidents, providing information to motorists.

There will be clear communication to outline parts of the route where vehicle accreditation and permits will be necessary.



## KEEPING THE REGION MOVING

Planning for the Commonwealth Games needs to ensure the wider road network is prepared for additional or unusual demand and that safety, congestion and incidents can be effectively managed to keep the region moving and minimise impacts on event operations.

To support the operation of the GRN, a Travel Demand Management programme will be in place for the Games to reduce or redistribute demand on the GRN and across the region's roads. This programme will provide information and guidance to the travelling public to support the Games through changing their travel behaviour. This will also assist in minimising the disruption to everyday users and allow them to plan ahead.

The primary objective for the GRN is to support Games Family traffic by:

- Ensuring reliable, safe and secure journeys for the Games Family
- Facilitating Games Family movements while keeping the region moving and minimising disruption to local businesses and residents during the Games
- Providing Games Family vehicles with access routes to all Commonwealth Games venues

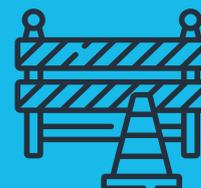


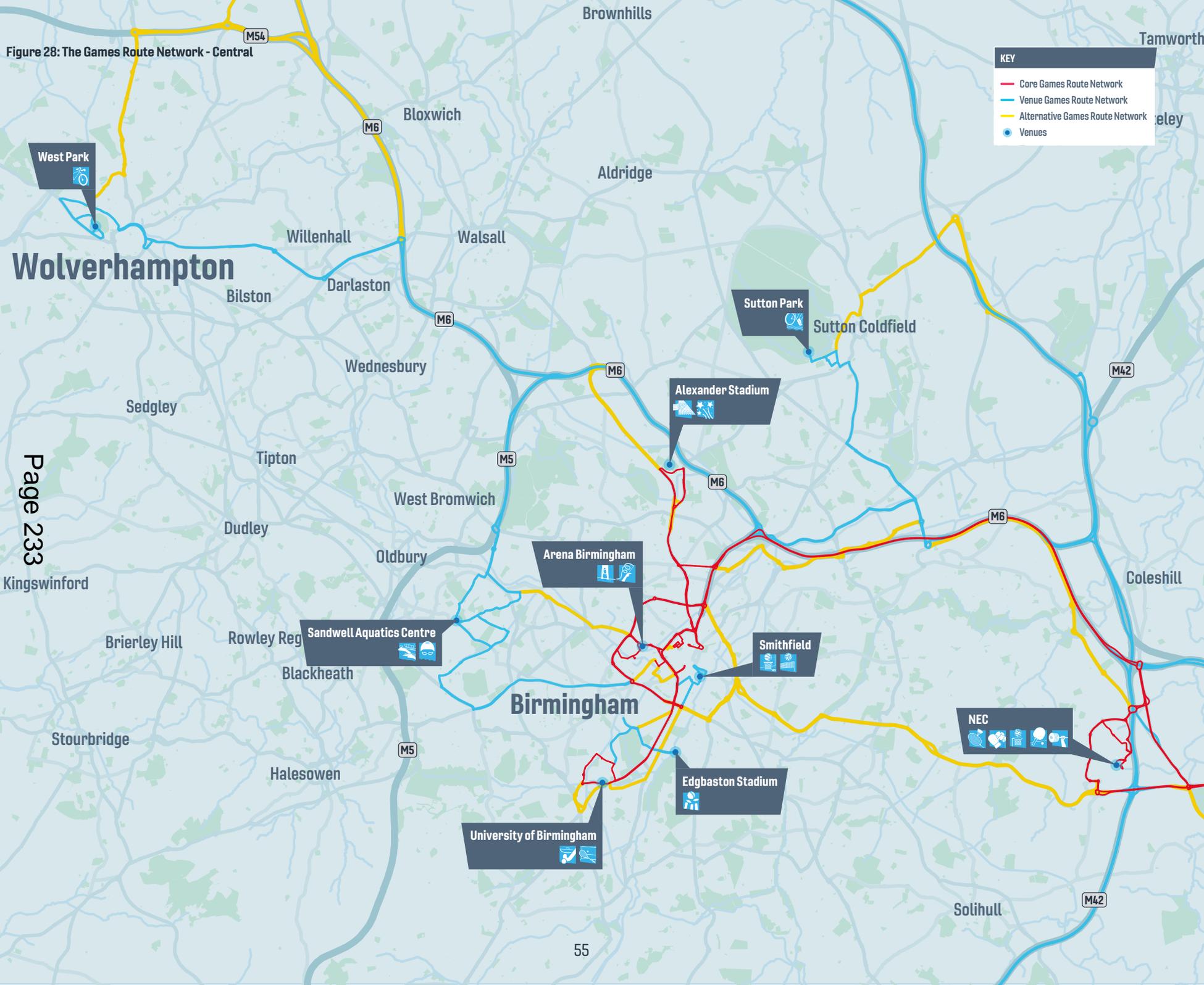
Figure 27: The Games Route Network - North

**KEY**

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues



Figure 28: The Games Route Network - Central



**KEY**

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues

Figure 29: The Games Route Network - South



**KEY**

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues

**NEC**

## FLEET OPERATIONS

The OC aims to meet the transport requirements of the Games in the most sustainable and cost-effective manner possible. Birmingham 2022 is taking an innovative approach to the provision of transport services for the Games Family with the aim of reducing the number of vehicles used and the overall vehicle-kilometres driven.

The aim is to optimise sustainability and cost, whilst delivering the transport services that are needed to deliver the Games. The OC aims to use larger vehicles such as buses and coaches instead of individual fleet cars to transport the larger 'bulk' movements of clients when circumstances allow.

B2022's aim is to meet the transport requirements of the Games in the most sustainable and cost-effective way possible.



The criteria for sourcing all fleet vehicles will include safety, accessibility, comfort, reliability, fuel efficiency and efficient noise and emission levels.

The vehicle fleet for accredited clients will be sourced by the OC. All vehicles will meet or exceed minimum standards for emission levels which will at least meet the standards of Birmingham's Clean Air Zone. The OC's intention is to create the most sustainable and electrified fleet ever used within a Commonwealth Games whilst balancing the operational requirements with what the market can supply.

The ongoing dialogue between the Commonwealth Games Federation, the Commonwealth Games Association Advisory Board and the OC will ensure that sufficient accessible vehicles are procured to meet the needs of accredited clients with mobility requirements.

The OC is also investigating other methods of providing the fleet services required for the Games.

The majority of fleet drivers will be volunteers. All drivers will undergo thorough training to ensure they are familiar with the GRN routes to and from venues. They will also receive training on security protocols and procedures, background of the Games, local information and 'eco-driving' or 'hypermiling' techniques that minimise fuel consumption and carbon footprint. Where required, specific training will be provided, tailored to their specific role, venue and client group they will be serving.

The Games Family vehicle fleet will be parked and maintained at secure depots before and during the Games. The depots will be strategically located across the West Midlands to provide coverage to all the official Games venues. They will all contain the facilities necessary to maintain the fleet to the highest standard and provide for the wellbeing of fleet vehicle drivers. Depots will adhere to all the safety and security criteria.

All fleet drivers will receive training on 'eco-driving' techniques to minimise fuel consumption and carbon footprint. These key techniques can be followed by all drivers after the Games.



## GAMES FAMILY BUS SERVICES

Bus services are essential for transporting Athletes, technical officials, media personnel and client groups during the Games. The OC are seeking to provide bus and coach services in a sustainable manner to ensure the most fuel-efficient vehicles are in operation and where possible, alternative fuel vehicles are used.

- Vehicles will match demand rather than a 'one size fits all' approach to reduce fuel consumption
- The Games will operate a demand-responsive bus service to encourage the use of active travel and minimise vehicle mileage
- Depot and maintenance facilities will be located close to venues to minimise the movement of empty vehicles

Level access and low floor double and single deck buses, as well as, wheelchair accessible coaches and minibuses will be provided.



All vehicles used on Games services by the OC, TfWM and the West Midlands Police aspire to meet the Birmingham City Council Clean Air Zone standards as a minimum, regardless of whether they are operating within the Clean Air Zone or London's Low Emission Zone.



## ARRIVALS AND DEPARTURES

On arrival into the United Kingdom, the OC will provide transport services for Athletes and the Games Family from their designated ports of entry to their official Games time accommodation.

Transport services will be provided from Birmingham Airport and likely other airports to the Commonwealth Games Villages at Birmingham, Warwick, the NEC and to the accommodation for the track cyclists in London.

Buses and coaches will be used wherever possible to transfer the Athletes and Games Family to and from the airports. These will be accompanied by logistics lorries to transport the teams' equipment and luggage. It is likely that most Athletes and Team Officials from England, Scotland, Wales and the Channel Islands will arrive in Birmingham by non-air modes, including coach, car and rail. Arrangements will be put in place to facilitate the transfer of any clients arriving by rail from Birmingham New Street Station to their official accommodation venues.

After the Games, it is intended that all accredited clients will be transported back to the airports or Birmingham New Street station within two days after the Closing Ceremony. The Arrivals and Departures process is complex, the OC will work with all relevant partners to ensure the smooth movement of all accredited clients to and from their ports of entry.

- **DEMAND-RESPONSIVE BUS SERVICE**
- **MILEAGE CONTROL**
- **ALL FLEET DRIVERS TO RECIEVE 'ECO-DRIVING TRAINING'**
- **SHARED TRANSPORT TO REPLACE INDIVIDUAL FLEET VEHICLES**
- **CRITERIA FOR ALL FLEET VEHICLES INCLUDE: FUEL EFFICIENCY, LOW EMISSION AND REDUCED NOISE LEVEL**

# TRANSPORT SAFETY AND SECURITY

## Safer Travel Partnership

The Safer Travel Partnership is a cohort of over 100 staff from across TfWM, West Midlands Police, British Transport Police, operators and private security companies. The primary objective of the Partnership is to improve passenger safety, deliver the Safer Travel Plan and reduce and manage crime on public transport.

The Safer Travel Partnership is unique, as it has brought together a range of partners to deliver results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model. This approach ensures the proper resources are in the right place, at the right times to minimise crime and increase passenger safety. The Partnership has received national and European praise for its innovative crime reduction methods.

The Safer Travel Partnership will also support the work of both Counter Terrorism Policing and the Serious and Organised Crime Unit - particularly in the Prevent and Protect strands whilst working to tackle County Line500.

To meet the predicted increase of demand on the transport network during the Commonwealth Games, the Safer Travel Partnership will be enhanced with extra resources at key locations. The Safer Travel Partnership have recruited additional accredited officers to be available at key times to ensure safe travel for visitors and residents during the Games.

The region and its safety are at the heart of the work of the Safer Travel Partnership, as we aim to make travelling across the region even safer.



## Games Route Network Security

The GRN will be subject to enhanced levels of traffic enforcement with West Midlands Police and civil enforcement officers providing support to the security and safety plans of the organisers and TfWM.

This will entail the use of Intelligence, CCTV and Automatic Number Plate Recognition to direct patrols with an increased visibility and capacity of police officers, including specialist resources. Vehicles parked in contravention on the GRN will be liable to removal to ensure the integrity of the network.

## Passenger security

West Midlands Police is working closely with partners, including British Transport Police and the Safer Travel Partnership to provide further visibility and safety between travel hubs and the venues. Officers will make further use of CCTV and intelligence to ensure the integrity of bus, rail, metro, cycle as well as walking routes and the wider road network.

## Venue Security

There will be an increase in visible and covert police resources around the venues to help deliver and support the OC's safety and security plan. There will be additional police resources, including armed officers and other specialist officers to provide visibility and reassurance.



# 10. CREATING A TRANSPORT LEGACY FOR ALL

As detailed within the Commonwealth Games Legacy Plan, the Games has the power to bring people together, improve health and wellbeing, act as a catalyst for change, help the region to grow, and put us on the international stage. The legacy ambition will be delivered by a strong partnership of organisations working together to maximise the opportunity and investment presented by the Games.

## A GAMES FOR EVERYONE

	 <b>Bring people together</b>	 <b>Improve health and wellbeing</b>	 <b>Be a catalyst for change</b>	 <b>Help the region to grow and succeed</b>	 <b>Put us on the global stage</b>
<b>Games Missions</b>	These Games will embrace and champion the youth, diversity, humanity and pride of the region and the Commonwealth.	Inspire, engage, and connect communities and athletes to realise their full potential and live happier, healthier lives.	Transform and strengthen local communities, working together to deliver new and improved homes, facilities and transport links.	Drive sustainable growth and aspiration, creating opportunities through trade, investment, jobs, and skills.	Deliver an unforgettable, global Games in partnership, on time and on budget to showcase the best of Birmingham, the West Midlands and the Commonwealth.
<b>Aligned Legacy Programmes</b>	<ul style="list-style-type: none"> <li>Community Cohesion, Inclusion &amp; Pride</li> <li>Creative &amp; Cultural Participation</li> <li>Learning Programme</li> <li>Physical Activity &amp; Wellbeing</li> <li>Volunteering</li> </ul>	<ul style="list-style-type: none"> <li>Community Cohesion, Inclusion &amp; Pride</li> <li>Creative &amp; Cultural Participation</li> <li>Learning Programme</li> <li>Physical Activity &amp; Wellbeing</li> <li>Jobs &amp; Skills</li> <li>Social Value</li> <li>Sustainability</li> <li>Volunteering</li> </ul>	<ul style="list-style-type: none"> <li>Community Cohesion, Inclusion &amp; Pride</li> <li>Creative &amp; Cultural Participation</li> <li>Learning Programme</li> <li>Physical Activity &amp; Wellbeing</li> <li>Jobs &amp; Skills</li> <li>Social Value</li> <li>Sustainability</li> <li>Volunteering</li> </ul>	<ul style="list-style-type: none"> <li>Community Cohesion, Inclusion &amp; Pride</li> <li>Creative &amp; Cultural Participation</li> <li>Learning Programme</li> <li>Physical Activity &amp; Wellbeing</li> <li>Jobs &amp; Skills</li> <li>Social Value</li> <li>Sustainability</li> <li>Business &amp; Tourism</li> <li>Volunteering</li> </ul>	<ul style="list-style-type: none"> <li>Community Cohesion, Inclusion &amp; Pride</li> <li>Creative &amp; Cultural Participation</li> <li>Learning Programme</li> <li>Business &amp; Tourism</li> <li>Jobs &amp; Skills</li> <li>Sustainability</li> <li>Volunteering</li> </ul>

## Transport Legacy

The Games Transport Plan has presented the range of improvements that will take place across the transport system to manage demand, pollution and the efficient operation of the West Midlands transport system during Games time and thereafter.

The goal of delivering the first carbon-neutral Games requires ambitious strategies of how we plan to move people around. Therefore, TfWM is continuing to work with partners to ensure the measures proposed encourage greater public transport and active travel use and fundamentally, bring back the confidence in public transport following the Covid-19 pandemic.

The Games can help us deliver our vision of a better-connected region. Driven in part by planning for the Games, closer partnership working and improvements to our data collection, management and dissemination enables the transport network to work as one. Accurate, reliable information will enable residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.



“We will ensure the Games leaves this region with big legacies for us as a community and small legacies for thousands of us as individuals.”

-The B2022 Legacy Plan, 2021

## Transport upgrades

Several key transport schemes are being delivered in time for the Games, these include:

- Cycling improvements: new segregated cycleways along key routes and canals and the introduction of a bike share scheme to reduce existing barriers to active travel.
- A Metro extension and rail station redevelopments at University, Perry Barr and Coventry rail stations.
- The infrastructure works for the Sprint corridor to support the new bus routes and improve connectivity to key venues such as the Alexander Stadium and the NEC.
- Road improvement schemes to enhance the transport experience for pedestrians, cyclists and public transport users.
- Greater investment into the West Midlands RTCC to enhance the coordination of transport networks and services for a more reliable, resilient and integrated transport network. This would also facilitate the improved collaboration between transport agencies and the overall upskilling of professional staff.

## Encouraging more walking and cycling after Games time

Supporting behavioural change is one of the most important legacy outcomes of the Games. Therefore, using the Games as the catalyst, we want to increase the amount of cycling and walking in the West Midlands and highlight the widespread active travel networks across the region.

Walking and cycling are key drivers to increasing the level of physical activity and improving mental health and wellbeing across the region, particularly after the Covid-19 pandemic. TfWM is therefore, looking to roll out programmes to target some of the region's most disadvantaged communities and provide a support package to help get more people cycling and walking regularly. This will be developed and set out further within the Active Travel Strategy.

## Transport investment in Perry Barr

The Perry Barr rail station and bus interchange will be redeveloped to encourage active travel and public transport use for the Games. Equally, the delivery of Sprint and the existing segregated cycle lane to the city centre along the A34 will provide local people with greater and more efficient, sustainable travel choices.

# 11. CONSULTATION AND ENGAGEMENT

This Games Transport Plan outlines a wide range of adjustments to the existing transport network, which will impact West Midlands residents and businesses at key times during the Games.

TfWM and partners will ensure anyone affected by these activities is informed of changes in a timely manner and that they have an opportunity to inform TfWM of any issues or specific circumstances that need to be considered.

We will be communicating further on aspects within this Games Transport Plan later in 2021 and early 2022. This engagement will be more specific to people and businesses directly affected and includes such things as:

- The GRN
- LATMP
- PGR Locations
- Road Race Events
- Temporary Traffic Regulation Orders

## WHO ARE WE COMMUNICATING WITH?

Engagement will take place within key affected communities-

Specifically, around each Games venue and key operational sites:

- approximately within 1km of each area
- surrounding areas or commuter routes

Along the GRN:

- where temporary access arrangements will be made
- where junction or road improvements will be made
- information for users and those travelling through

Every effort will be made to engage the whole community - including those whose first language may not be English. This will be done through local and community radio stations, events and publications. Accessibility is important to us and we will be engaging local disability and charitable services to support communicating any changes and gathering feedback.

We are also working closely with Games partners and stakeholders, including all affected Local Authorities and transport operators.

## OUR APPROACH

When communicating with residents we will be:

**Clear and consistent:** The messages we give will be easy to understand and we will inform all members of the community in a consistent way.

**Approachable and helpful:** Our communications and engagement will be friendly, and always offer an open line of enquiry.

**Open and Honest:** We will not try and hide bad news but be upfront on the effects and deploy empathy and consideration in our approach to understanding and working through issues.

This is in support of Birmingham 2022's broader commitment to community engagement. They are clear that their approach is to:

**Inform:** Keep communities informed of the impacts and opportunities that the Games bring, through clear, well timed, relevant communications.

**Respond:** Operate channels that allow communities to have a dialogue with the Games Partnership. These will be free and accessible for all members of the community to use should they wish to contact us or want to find out more information or raise a concern.

**Include, Inspire and Improve:** We will create opportunities for local people and communities to get involved throughout the delivery of the Games. Where possible, this will be informed by what people have told us they want from the Games. We will also leave something positive behind. Not just turn up, engage, and leave without making an impact.

# LISTENING TO YOU

We want to listen and understand any issues from raised by the Games Transport Plan and we will deploy a three-point approach to engaging local residents or businesses that raise any concerns or provide feedback.

## LISTEN

Show we have listened and understand concerns via:

- Face to face meetings\*
- Media opportunities
- Local community spaces
- Social Media

## EXPLAIN

Investigate and provide alternatives if possible and explain via:

- Face to face meetings\*
- Media opportunities
- Local community spaces
- Social Media

## MONITOR

Ensure regular engagement is then maintained via:

- Phone calls
- Email
- Meetings

\*Face to face meetings will be undertaken pending Covid-19 restrictions.

Specific channels and contact information will be available in all communication however, any concerns or feedback can be sent to [customerservices@tfwm.org.uk](mailto:customerservices@tfwm.org.uk) at any time.

You can contact us at any time to request documents in additional formats such as easy read or large print and in any other language.

## DATA PROTECTION

Under the Data Protection Act, we have a legal duty to protect any information we collect from you. When you submit information to us, it is treated in confidence and in accordance with data protection principles. We will use your personal information for a number of purposes including the following:

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

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

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

The lawful justifications for collecting and using your personal information are that it is necessary in the public interest and also for our legitimate interests, to ensure the engagement process, analysis and reporting are accurate and informative, and carried out fairly and lawfully. For more information about what we do with personal information please see our privacy notice, available here: <https://www.tfwm.org.uk/privacy-cookie-policy>.

# APPENDIX A

## I. ROLES AND RESPONSIBILITIES

When the Games was awarded to Birmingham and the West Midlands, a Host City Contract setting out obligations and commitments was signed by the Commonwealth Games Federation, the UK Government and Birmingham City Council. However, delivering the Games requires the support of a range of partners to work collaboratively as one team, operating one transport network. Roles and responsibilities have been agreed between existing local and regional transport authorities and Birmingham 2022. This is to ensure clarity and accountability where appropriate. In summary:

- The Organising Committee - An arm's length body of the Department for Digital, Culture, Media and Sport, established for the purpose of organising and delivering the Games, is responsible for the delivery of transport for Athletes, officials, media and Games Family and for managing the transport operation upon arrival and departure at venues;
- TfWM - Its constituent authorities, alongside Staffordshire County Council, Warwickshire County Council and Transport for London will provide and facilitate transport services for the Games workforce and volunteers, spectators, and everyday users, such as residents, commuters and businesses. Responsibilities vary between authorities and include delivering infrastructure improvements to provide additional capacity, encouraging the use of sustainable transport, and implementing measures to manage traffic;
- For Central Government, the Department for Transport and the Department for Digital, Culture, Media and Sport will provide oversight of Games preparations;
- Network Rail and Highways England, who own the rail infrastructure and motorway network respectively, are responsible for ensuring these networks can cope with additional demand and that they are managed effectively, in cooperation with local transport authorities;
- Transport operators will deliver services that are efficient and reliable. We will work with operators to ensure services are enhanced to deal with the extraordinary demands of the Games; and
- West Midlands Police and emergency services will ensure the Games are safe and secure, and that incidents are responded to swiftly.

## II. GOVERNANCE

### Stakeholders

- The Games transport delivery partners have worked in close collaboration with all stakeholders to minimise any disruptive impacts created by the Games. Stakeholder engagement and collaboration has enabled TfWM to understand the needs of the residents, spectators, workforce and the Games Family to therefore create a transport plan that equally accommodates the needs of all.

# APPENDIX B

## EQUALITY IMPACT ASSESSMENT

The aim of the Games Transport Plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner, whilst keeping any disruption to current users of the transport network to a minimum.

To support the delivery of transport services that are accessible for all, an Equality Impact Assessment (EqIA) has been completed. This has reviewed the Games Transport Plan to establish whether there is a differential impact on specific equality groups and to identify how the Games Transport Plan can promote inclusion and improve equality of opportunity for different groups of people. The full version of the EqIA can be found online.

## Summary of the EqIA for the Games Transport Plan

The full EqIA outlines the key potential barriers to equal accessibility during the Games and presents an Action Plan of the practical measures required to promote inclusion and prevent any adverse impacts. Effective delivery of these measures will help ensure the Games offers a positive experience for all.

Table 3 below summarises a selection of transport measures considered to promote equality of opportunity and help foster good relations between people who will be most impacted.

**Table 3: EqIA Summary**

Key Transport Barriers	Transport Inaccessibility	Mitigation Measures to Overcome Key Transport Barriers	Mitigation Measures to Overcome Key Transport Barriers
	Transport inaccessibility		Promotion of sustainable travel options, inclusive active travel schemes and greater investment in active travel infrastructure and signage.
	Affordability of travel		For events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network. Enhanced information provision, improved network management and ticketing to support a more responsive transport experience.
	Health and environmental inequalities		Blue badge parking available at all venues.
	Active travel inequalities		Access audits will be undertaken for all cycling and walking routes and key infrastructure.
	Access to venues		All venues will be accessible by public transport.
	Higher demand for transport services		Temporary measures and services will make efficient use of the network and alleviate pressure on the network by providing support for extra demand. Investing in new or/and improving existing infrastructure to help meet the extra demand during the Games.
	Increased travel disruption during the Games		Extension of peak time services and efficient management of the capacity across the Metro network with ambassadors providing journey planning information. Working with bus and train operators to provide extra temporary capacity and connectivity. Developing station management plans for all rail stations where additional passengers are expected.
	Information on changes and travel options		Roll out of information campaigns and engaging with businesses and communities in the lead up to the Games.
	Safety concerns		Additional resources and personnel deployed at key locations.

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## EQUALITY IMPACT ASSESSMENT

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people.

<b>NAME OR TITLE</b>	Commonwealth Games Transport Plan
<b>DATE OF COMPLETION</b>	April 2021
<b>DATE DUE FOR REVIEW</b>	Not applicable – EqIA will help inform strategy plans

### A. ABOUT THE POLICY

#### 1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?

The Birmingham 2022 Commonwealth Games will take place from 28<sup>th</sup> July to 8<sup>th</sup> August 2022 and will bring together athletes and officials from 72 Commonwealth nations in 19 different sports and 15 venues primarily in Birmingham and the West Midlands but also in Staffordshire, Warwickshire and London. Over a million spectators will attend, with an estimated 10% from abroad.

The purpose of the Games Transport Plan is to set out the approach to the planning, provision and management of transport services during the Games. The aim is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum.

An Equality Impact Assessment of the draft Games Strategic Transport Plan in 2019 highlighted key equality considerations. This Games Transport Plan is a more detailed plan which provides guidance and information on the arrangements during the Games. Ultimately, it aims to ensure that transport during the Games is the best that it can be for residents, businesses and visitors

alike. It also aims to demonstrate how the long-term benefits from the Games form a guide throughout the planning process.

Key principles include:

- Clean and Green; a public transport Games (ensuring sustainable travel such as public transport, cycling and walking are the most attractive way to travel through clearer signage, cycle parking, easy ticketing and other initiatives)
- Minimising disruption
- Long-term benefits of sustainable transport options and improved public spaces
- Access for all (socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate)
- Safe, secure, reliable and efficient transport

Key themes:

- Effective use of the network
- Provision of temporary additional services
- Investment in infrastructure

Key actions taken to achieve transport aims:

- Engaging with businesses and communities to discuss transport options in the lead up to the Games
- Providing members of the public with up-to-date information so they can make well informed choices
- A robust communications campaign to state changes
- Consider a dedicated journey planner for travel during the Games
- Introduction of temporary measure to make efficient use of the network
- Encouraging visitors to use public transport to minimise disruption to the network.
- For events in the West Midlands, Games' tickets will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will have access the local public transport network
- Ensuring all events are accessible by public transport
- Introducing temporary services to alleviate pressure on the network (for instance, bus shuttle services).
- Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information to the public
- Implement traffic management measures for road network efficiency



- Investing in infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and the rail network that will have long term positive impact
- Working with the Safer Travel team to keep the network safe
- Ensuring venues are located within walking distance of rail stations and a £1 billion investment by West Midlands Rail franchise in services on the West Midlands route, including new and refurbished trains, improved passenger information and accessibility, free Wi-Fi, station upgrades, flexible ticketing for part-time workers.
- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers
- Implementation of route diversions and temporary bus stop relocations to improve access to the venues
- Enhancing the park and ride offer to ensure drivers can safely park their cars and use public transport to the venues
- Providing bus shuttles tailored to the competition schedule to ensure spectators, the workforce and volunteers can get to events on time
- Implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport)
- Implementation of potential measures in key Games routes, such as bus priority, traffic signal improvements, event-specific signage, temporary suspension of parking and temporary road closures
- Accessibility transport measures for people with disabilities, such as clearly signposted accessible walking and cycling routes; accessible transport services; new accessible transport infrastructure; blue badge parking availability in all venues; accessible shuttle bus services from key transport hubs and park and ride sites; complementary accessible services; conducting access audits; engagement with disability groups to identify needs.

Key infrastructure developments and improvements include:

- New Sprint Bus Rapid Transit schemes (A34 Walsall to Birmingham supporting access to Alexander Stadium and Villa park; A45 Birmingham to Birmingham International and Solihull supporting access to NEC Halls and Arena)
- The first phase of the A38 Sutton Coldfield to Birmingham via Langley supporting access to Villa Park and Sutton park
- Improvements to the Metro through extensions to Centenary Square, Five Ways and Edgbaston and the delivery of a new multi-modal transport interchange at Wolverhampton
- University rail station upgrade which will support the hockey and squash venues at the University of Birmingham



- Perry Barr station enhancements to improve the passenger experience providing access to Alexander Stadium
- Coventry bus station capacity and accessibility improvements
- New segregated cycle way along the A34 and A38
- Improvements to the region's highways

Transport initiatives, new schemes and infrastructure improvements will bring improvements across the region. They will link communities to local facilities enhancing a thriving modern community hub for future generations to live, work and enjoy; they will provide more efficient access to future employment and leisure facilities further afield. The legacy will include reduction in journey carbon footprint; investments in transport resulting in enhanced passenger experience; integrated network management and better demand management; additional walking and cycling routes and services and more responsive travel information.

A number of other strategies, tactical and operational plans are critical to the Games Transport Plan. These include:

- Venue Transport Operation Plans
- B2022 Sustainability Strategy
- Commonwealth Games Legacy Plan
- Games Transport Plan Communications and Engagement Plan
- Park and Ride Delivery Plan
- Taxi and Private Hire Vehicle Strategy
- Active Travel Strategy
- Public and Spectator travel information
- Local Traffic management measures
- Rail Station Management Plans
- Games ticket sales information

## **B. EQUALITY RELEVANCE/IMPACT**

### **2. Does the policy affect the public or employees directly or indirectly? In what ways?**

The plan affects the public and staff directly. The following are likely to be affected:

- Approximately 4 million residents and everyday users (commuters, businesses)
- 1.2 million spectators
- 12,000 athletes and games family (team and technical officials, sponsors, media)

- 45,000 workforce and volunteer

**3. What information is available on the equality issues in the key target groups<sup>1</sup>?** (What inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

This section will present data, report findings and key demographic information for the West Midlands Metropolitan area to identify any potential impact on protected characteristics.

Besides key demographic data, there will be a focus on transport, deprivation and socio-economic inequalities as these are the inequalities we need to be reviewing in relation to the transport plan.

It will also focus on transport related barriers as they are likely to have an impact on people's ability to access the games opportunities.

Other inequalities and data (i.e. employment, volunteering, environmental) will be briefly referenced but they are tackled in more detail as part of separate EqIAs (i.e. Skills Academy EqIA).

Input from this EqIA can also help inform separate games strategies and plan linked to the transport plan (i.e. ticketing, park and ride, engagement).

## **THE WEST MIDLANDS REGION AT A GLANCE (CENSUS DATA)**

### Population

The West Midlands Metropolitan Area comprises Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.

The population was 2,916,458 in mid-2018 (estimates).

Population density is the highest in Birmingham, with 42.6 people per hectare and lowest in Solihull with 12.1 people per hectare.

The population has grown faster than previously anticipated, with the West Midlands having the second highest fertility rate of all UK regions. The population is projected to increase by 9.6% by 2038.

International net in-migration has continued at a high rate but with variations in the origins of migrants. The growing population is likely to become increasingly

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<sup>1</sup> Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation



diverse. The changing population may result in the need for more infrastructure and pressure on the environment.

### Race and Ethnic Background

The West Midlands Metropolitan area has the largest non-White regional population outside of London. Asian or Asian British is the ethnic group that makes up the biggest non-white proportion of the population.

69% of the population have a White British ethnic background, which compares to an average of 80.5% in England and Wales. Birmingham is the most ethnically diverse district (47% being minority ethnic groups), followed by Wolverhampton, Sandwell and Coventry. The two biggest ethnic minority groups are Pakistani (at 7.3%) and Indian (at 6.8%)<sup>2</sup>.

According to the University of Birmingham IRIS department, Birmingham is now classified as a 'Super diverse' city composing 187 different nationalities/ethnicities.

There are distinct concentrations of minority ethnic communities within the metropolitan area.

### Faith or Belief

People in the West Midlands Metropolitan area have a greater level of religious affiliation than in England overall. 53.8% of the population declared that they are Christian. This compares to 59.3% in England and Wales. 20.3% of the population declared that they have no religion, whilst 12.2% declared that they are Muslim.

### Sex

The split between the sexes (50.5% female and 49.5% male) is similar to England and Wales.

### Age

The West Midlands Metropolitan area has one of the highest proportions of population aged under 16 and a lower proportion of people aged over 65 compared with other regions. The mean age is 37.4 which compares to 39.4 in England and Wales. The only districts that slant older are Solihull and Dudley. Walsall has got a higher proportions of younger aged groups but it also has a higher proportion of people above retirement age.

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<sup>2</sup> These figures are based on Census 2011 data and are likely to be significantly higher once the next Census of 2021 is conducted



Birmingham specifically is described as the youngest city in Europe, with under 25s accounting for nearly 40% of the population.

The West Midlands Metropolitan area also generally has a lower percentage of people aged 65+ with the exception of Solihull and Walsall that have higher proportions of people above retirement age than nationally.

### Sexual Orientation

2.3% of the West Midlands population identified themselves as gay, lesbian or bisexual in 2018<sup>3</sup>. However, key organisations such as Stonewall estimate the figure to be higher at 5-7%.

### Disability

The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). The Equality Act defines disability as any physical or mental impairment that has a substantial and long term effect on people's ability to carry out day to day activities. This includes people with mobility difficulties, sight loss, hearing loss, people with mental health impairments, dyslexia and other neuro diverse conditions, speech impairments and people with learning disabilities. Progressive conditions such as HIV, cancer, dementia and multiple sclerosis are also included.

## **TRANSPORT INEQUALITIES**

In the West Midlands, transport poverty is widely dispersed across the region but is more concentrated in urban peripheral areas (Lucas et. al, 2019). Transport accessibility is a key issue across numerous demographics.

Car ownership, transport dependence and mobility options: The percentage of car ownership within the West Midlands Metropolitan area positively correlates with the English Indices of Multiple Deprivation. Levels of deprivation impact the likelihood of being able to purchase a car. People on the lowest income centiles are much less likely to own a car and some of the most deprived wards have under 50% household car ownership. Groups much more likely to be reliant on public transport are: Single parents (primarily women); young and older people; black and minority ethnic people (minority ethnic people twice more likely to live in a household with no car ownership); people on low incomes; part-time workers; unemployed people (3/4 of jobseekers do not own a car); disabled people (only 38% of people with mobility difficulties are main drivers or have

household access to a vehicle). The majority of bus and foot travel are made by individuals from the lowest income groups whereas train, metro and bicycle trips are mainly made by those who fall within the highest income groups. A significant percentage of West Midlands residents rely on public transport, primarily buses, to get around. White British people are more likely to live in a household with access to a car or van than any other ethnic group. Black people are more than twice as likely as white people to live in a household with no access to a car or van; there has been a marked drop in car ownership amongst young people. Even though car ownership can pose an advantage to many, 67% of car-owning households in the lower income groups report experiencing car related economic stress as running costs can be prohibitive. Car owners and main drivers in households are the least mobility constrained across all social groups. They make more trips over longer distance for all journey purposes giving them higher levels of access to activity, employment and other opportunities. Mobility and accessibility inequalities are highly correlated with social disadvantage. Lower income households travel much less and travel over much shorter distances than higher income household. They make nearly 20% fewer trips and travel 40% less distance than the average household (Lucas et al, 2019). People who depend more on bus for work tend to be lower paid, live in more deprived areas and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often

Location: Inequalities in the provision of transport services are strongly linked with where people live, and the associated differences in access to employment, healthcare, education, and local shops. People with more money have more options in both where to live and how to travel and good transport links drive up the cost of housing. The lack of private vehicles in low-income households, combined with limited public transport services in many peripheral social housing estates, considerably exacerbates the problem.

Commuting costs and transport affordability: Lower income households tend to spend a relatively high proportion of their income on commuting costs (25% compared to 13% for higher income households). Transport costs can even exceed wages for some on very low incomes, after tax and benefit withdrawal. Public transport costs has been reported to be the biggest issue faced by young people when accessing employment, education or training. Research has shown that there is a marked relationship between job accessibility by bus and employment outcomes. Issues with transport have been linked to low participation in post-16 education and college dropouts – which mostly impacts low income households. One consequence of having no access to a car and poor transport links is an increased reliance on taxis, which tend to be more expensive per mile than other options. The poorest households take more taxi journeys than other income groups. Similarly, people relying on cash to buy daily tickets as and when required and not affording weekly/month/annual passes end up spending more on an annual basis in comparison to those who are more

financially secure and can invest in a travel pass. A number of groups are especially affected as they are more likely to live in more deprived areas on lower incomes or be unemployed (Single parents, young and older people, black and minority ethnic, part-time workers, disabled people).

Network accessibility: Disabled people are more reliant on public transport in comparison to other groups, yet 1 in 5 disabled people within the West Midlands have reported having difficulty accessing the public transport network. Barriers such as a lack of integration between different modes of transport, inaccessible railway stations, poor staff and passenger attitudes, safety concerns and inadequate, inaccessible information provision contribute to difficulties for disabled people when it comes to using public transport.

Perceptions of safety: Perceptions of safety is a key barrier when it comes to accessing public transport. Young, minority ethnic people, LGBTQ+, disabled people and women are more likely to feel unsafe using public transport. Young people in particular feel anxiety around public transport safety. LGBTQ+ groups and women feel vulnerable and fearful of crime when waiting at stations, shelters and interchanges. Within the West Midlands, disabled and young people are more likely to be concerned by the behaviour of other passengers, such as rowdiness, abusive behaviour, smoking and the consumption of alcohol.

Cycling and walking inequalities: Between 2010 and 2018 there was a 5% increase in walking trips per year for adults for those on the lowest income and 14% for those on the highest income. Cycling is primarily popular with white, under 40, males with medium to high household income. Women, minority ethnic groups, disabled people, older people and people from deprived neighbourhoods are significantly under-represented in cycling.

Concessionary pass holders data regional Free travel passes are provided to some 510,000 senior citizens of eligible age and 30,000 disabled people in the West Midlands as part of the English National Concessionary Travel Scheme. All permanent residents of the West Midlands who are of the age of entitlement or disabled people who meet the application criteria are entitled to a free pass. The travel pass entitles holders to free travel on bus, rail and tram services in the West Midlands and free national bus travel. Children under 16 and those aged 16-18 in full time education holding a disabled pass are entitled to a free travel concession before 9.30 Monday to Friday. Reduced fare travel is also provided to young people under 16 years old and 16-18 year olds in full time education or an apprenticeship and reside within the West Midlands.

Blue badge statistics In 2019 there were 257,000 Blue badge holders in the West Midlands region.

## DEPRIVATION



There is very strong correlation between deprivation, unemployment or poor employment and poor educational outcomes. This section outlines key national and regional deprivation statistics highlighting inequalities.

There has been little change in poverty (and persistent poverty) figures over the past decade. The proportion of the population (national figures) living in poverty was 22% in 2018/19 compared to 21% in 2010/11. However, poverty has shifted more toward in-work households (trapped in poverty by low wages, zero hour contracts and job insecurity with poor employment levels significantly higher) and those living in the private rented sector (housing costs have risen sharply). There has also been an increase in in-work child poverty (a significant percentage of which were minority ethnic children -45% compared to 20% white British) and low financial resilience with nearly 70% of families in the bottom quintile having no savings or very few savings.

Nearly half of those in poverty in the UK in 2018, 6.9 million people, were from families in which someone had a disability. After housing costs, the proportion of working age disabled people living in poverty is higher than the proportion of working age non-disabled people.

Some ethnic groups also face much higher rates of poverty than others, particularly those who are Black and Bangladeshi and Pakistani origin where rates of poverty are as high as 50%. Poverty is twice as high in ethnic minority groups on average, who are more likely to be in low skilled and low paid occupations and in precarious employment. Twice as many minority ethnic people live in deprived areas and more than 1 in 3 people from Black and Pakistani groups live in deprived neighbourhoods compared to 1 in 12 of which British people.

Regionally, deprivation is even higher. Average incomes in the West Midlands are 9% below the national average. Overall, the West Midlands Metropolitan area has a higher proportion of working age residents claiming out of work benefits compared to England and a higher percentage of working age residents who are economically inactive. 45.6% of households are located within the 20% most deprived areas in England. Household multiple deprivation is most severe in the Black Country and Birmingham. Birmingham, Sandwell, and Wolverhampton are the three most deprived authorities in the metropolitan area as per the 2019 Index of Deprivation. Specifically, they ranked 6<sup>th</sup>, 8<sup>th</sup> and 19<sup>th</sup> of the 326 authorities in England and Wales. Walsall (31<sup>st</sup> most deprived) and Coventry (81<sup>st</sup> most deprived) also have high levels of deprivation. 28% of Lower Layer Super Output Areas (LSOAs) within the West Midlands fall within the top 10% of the most deprived areas within England.



## **EMPLOYMENT AND UNEMPLOYMENT FIGURES/STATISTICS**

Nationally, while employment rates had increased between 2010 and 2019, there was also significant increase in poor quality, insecure employment. There has also been a significant increase in the numbers of people on zero hour contracts (900,000 in 2019 compared to 168,000 in 2010) while in work poverty has also significantly risen. Those with lower socioeconomic position, younger people, those in lower paid jobs, disabled people and ethnic minority groups are all more likely to experience unemployment and poor quality work with attendant impacts on health.

The regional picture shows even starker inequalities. Regionally, The GVA per head is one of the lowest in the country (covid-19 impact on regional GVA will also be significant) and the unemployment rate is much higher than the national average (6 of the 10 constituencies in the country with the highest rate of unemployment are in the West Midlands). Employment rates are also lower. There is a prevalence in the region of low value, low wage and low skill work. The West Midlands Metropolitan area has smaller percentages of managers, professionals, small employers and self-employed workers. Conversely, it has higher percentages in the never worked and student categories, though there are differences by district. The WMCA performs especially poorly in relation to the employment rates of low activity groups, such as minority ethnic groups for example, those with lower levels of qualifications, single parents and disabled people. The difference in employment rate between these groups and the “prime” groups is 33.4% compared to smaller gaps in other regions - 24% in London, 21% in the West of England.

## **DIGITAL INEQUALITIES**

An understanding of key digital inequalities is crucial as it may have an impact on people’s ability to access transport related information or Games related opportunities. Digital skills are typically lower for those who are from deprived backgrounds. As society shifts more towards online systems and phasing out face-to-face interaction, those who do not possess sufficient skills or knowledge will struggle to adapt. As a result of this, the inequality gap will widen, with these individuals becoming more isolated. Just under 60% of individuals from lower income groups do not have access to the internet whereas 99% of individuals within higher income groups do.

Nationally, 7.5% of adults have never used the internet and within the West Midlands Metropolitan area, 13% of residents have never sent an online message or email. While around 90% of Londoners use the internet to send and receive emails, the share in the West Midlands is only 78%. Similar regional differences can be seen for the use of online banking or the cloud services to store and access files. 3% of the population within the West Midlands do not



have a bank account. These individuals rely solely on cash as a means of purchasing goods and accessing services, such as public transport. Interestingly, even though over 90% of adults own a debit card, the percentage of those who utilise online transactions is much less. The West Midlands has got the highest proportion of people who are offline across England.

95% of non-disabled adults were listed as recent internet users whereas this was only 78% for disabled adults. Contrastingly, this is not consistent with the internet usage of young disabled adults in the 16 to 24 demographic; 98% of disabled young adults were listed as recently using the internet which is close to the 99% of non-disabled young adults. This suggests that disabled people from older age groups are more disadvantaged when it comes to digital inequalities. Moreover, this is applicable to the overall older demographic, regardless of disability.

Nationally:

- 4.1 million adults living in social housing are offline
- Around 60,000 11-18 year olds in the UK lack any internet connection at home whilst around 700,000 are in homes without any laptop, desktop or tablet.
- 5.9 million adults have never used the internet
- 20% of disabled adults have never used the internet
- There are 1.9 million households without internet access in the UK, and 9 million people can't use a device on their own
- Adults aged 16 to 24 have the highest rates of internet use
- 67% of those not in paid work or full/part time education said they had never paid for public transport tickets online (compared to 52% in full time work; 53% in part time work and 60% in education).

More generally, the internet is increasingly the channel by which services are publicised and accessed. However, the digital divide is also more likely to widen the poverty gap, as those who are digitally excluded are unlikely to receive the right information or access the right opportunities and even money saving deals. According to recent government estimates, predominantly offline households spend an average of £560 more per year on shopping and utility bills, compared to families which use the internet to compare prices and access better deals

## **VOLUNTEERING INEQUALITIES**

Volunteering participation rates differ and some groups appear to experience a broader range of barriers to volunteering. Age: The transition from adolescence to adulthood is associated with a decline in volunteering followed by a steady increase in volunteering with age up until the age of 70, where volunteering rates decline again. Students are more likely to volunteer and spend longer per day volunteering than those in paid work. Disability: The difference between the proportion of people with and without disabilities taking part in formal and

informal regular volunteering is small Sex: A greater proportion of women in England volunteer formally and informally compared to men. Ethnicity: Asian groups are less likely to participate in formal volunteering compared to white and black groups. Socio-economic: People from lower socio-economic backgrounds are less likely to volunteer

Among older people, poor health and physical functioning, poverty, stigma, lack of skills, poor transport, time constraints, inadequate volunteer management, and other caring responsibilities are highlighted as potential barriers to volunteering. For younger people, a lack of institutional support and not being socialised into volunteering roles are barriers identified. Younger people may have negative perceptions of volunteering, as well as not having time to volunteer. A significant barrier to volunteering for people with a disability can be the disablist attitudes of others, including a stigma associated with impairment and perceptions that people with a disability have very little to offer or that supporting someone with a disability to volunteer will be too resource intensive. Some people with a disability may themselves express concerns about participating outside of 'safe' spaces and may sometimes require additional skills development to take part in volunteering. Men and women may have different motivations for volunteering and all identified barriers to volunteering appear to have a gender element. Women are constrained to a greater extent than men by housework and additional caring responsibilities (for children and elderly relatives) and are likely to receive less support from employers. People from minority ethnic groups may also experience limited access to volunteering infrastructures and have fewer resources to volunteer. Those with less personal and social resources are less able to volunteer and gain the associated benefits

## **ENVIRONMENTAL INEQUALITIES**

Environmental inequalities occur where specific communities experience a poorer environmental quality. Young children, young adults, minority ethnic people and households in poverty have the highest levels of exposure to air pollution because they are more likely to live in urban, densely populated areas with higher pollution sources (AQMR, 2019). Socially and economically disadvantaged people and some ethnic minority groups may also experience increased susceptibility to the negative air pollution-related health effects, ranging from conditions such as respiratory irritation and cardiovascular disease to premature death, as a result of higher underlying baseline disease rates in deprived communities.

Children and older people are also more susceptible to certain health impacts. An example of this susceptibility is the higher rates of asthma in children, the symptoms of which can be exacerbated by poor air quality. Higher exposure to air pollutants increases the risk of lung cancer, respiratory infections, stroke, ischemic heart disease, chronic obstructive pulmonary disease and depression.



## WELLBEING

- The life span of people in the most deprived areas are 10 years shorter than well-off households.
- Nearly a quarter of adults are experiencing a mental health problem but the risks of poor mental health are not uniformly distributed. They are influenced by social, economic and physical environmental factors and social inequalities.
- 25% of children in the WMCA area are obese by Year 6.
- Women living in poorer households are three times as likely as men living in the most well off households to be diagnosed with a common mental health problem.
- Mental health disorders for children are high (within the 20% for England).
- People with an increased risk of developing mental health problems are : looked after children and young people leaving care; homeless people and people living in poor quality housing; unemployed people; people from BME backgrounds; lesbian, gay, bisexual and trans people; people with disabilities; carers; people experiencing multiple disadvantage.
- Black/ Black British men are five times more likely to be diagnosed and admitted to hospital for schizophrenia; have disadvantageous pathways into mental healthcare; higher than expected rates of detention under the Mental Health Act (MHA); are more likely to be prescribed medication; and have difficulties accessing services and poorer outcomes when they do. Black Caribbean young men are also twice as likely to die as a result of suicide as White psychiatric in-patients
- BME groups are more likely to report ill health and experience ill health earlier than white British people.
- Disability: Disabled people are more likely to experience health inequalities and major health conditions, and are likely to die younger than other people. Disabled adults are more likely to report poor mental health and wellbeing than non-disabled adults. Disabled people are more likely to be inactive because of their impairment or medical condition and more likely to develop secondary conditions such as diabetes, mental health conditions and metabolic dysfunction as a result of sedentary behaviour. 49% of disabled adults in the West Midlands are inactive

### **Sports and physical activity and inequalities:**

- In the West Midlands approximately one third of adults are in the category of highest levels of physical inactivity in England – less than 30 minutes per week. This is below the England average.
- 64.7% of females are currently inactive compared to males



- If you have a disability you are more likely to be inactive than if you don't have a disability (80.6% of disabled people are inactive/don't take part in physical activity)
- Activity levels fall with age – 80% of over 65s are inactive
- People from lower socio-economic backgrounds are more likely to be physically inactive
- Ethnicity: many minority ethnic groups are less active than average and are less likely to achieve the recommended levels of regular physical activity. This is most pronounced for Bangladeshi and Pakistani women. Some BME groups experience worse health than others. For example, surveys commonly show that Pakistani, Bangladeshi and Black-Caribbean people report the poorest health, with Indian, East African Asian and Black African people reporting the same health as White British, and Chinese people reporting better health.
- Sexual orientation and gender identity: Research shows that half of all LGBT+ people say they would not join a sports club, twice the number of their heterosexual counterparts. One study noted not only the existence of prejudice, homophobia and discrimination in sport but a lack of expertise to address these barriers. The source of prejudice around LGBT+ issues in sport was traced to the application of gender stereotypes which may increase the risk of physical inactivity.

**4. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?**

Existing equality impact considerations have been identified following research and information gathering (see question 3) and through previous engagement with equality target groups. This EqIA draft must be updated following further engagement and consultation with key equality groups and other stakeholders in the region, the Birmingham 2022 accessibility forum and local residents. The timeline for consultation is outlined in the transport (engagement July-October with final plan published in January).

The consultation document will be communicated to a large database of community and equality groups, will be available in alternative formats (as well as print and digitally) and there will be opportunities for virtual or face-to-face (covid-19 dependent) consultation sessions, where needed. Toolkits will be produced and partners will be actively encouraged to share and promote across their channels; Webinars and briefings will also be offered to key businesses surrounding venues; door drops to residents/businesses on affected routes;

social media (including paid) engagement; press releases; posters in public spaces.

Following extensive engagement activities planned any equality and access concerns will feed into this EqIA and, where feasible, will help inform transport plan measures.

**5. What measures does, or could, the policy include to help promote equality of opportunity for and/or foster good relations between people who share a protected characteristic?**

Key potential issues/barriers/disadvantage (as also identified in question 3) that the transport plan is likely to have positive equality impact on are outlined below:

Issue/Barrier	Protected Characteristics most affected	Games Positive Impact
Transport Inaccessibility (infrastructure, information provision safety concerns, affordability etc.)	Lower socio-economic groups Race (minority ethnic groups) Disability Age (young people and older people)	Active promotion of sustainable travel options, inclusive active travel schemes and investment in active travel infrastructure and public space and signage improvements are likely to help narrow the health inequalities and active travel inequalities gap and benefit some of the groups affected  Investment in transport infrastructure (rail and bus station improvements, Metro extensions, cycle routes and Sprint routes), improved transport links and public transport improvements are likely to especially benefit those groups most reliant on public transport for education, employment and leisure.
Health and environmental inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age	
Active Travel inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age Sex (women)	Games environmental legacy will result in deduction in journey carbon footprint which is likely to especially benefit some of the groups in column 2 (details on health and environmental inequalities in question 3)  Through improvements in information provision, network management and ticketing, the Games will support the longer-term



		provision of more a responsive and personalised transport experience which will likely positively impact those groups who face the biggest barriers – information and affordability wise.
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Barriers that may have an impact on people’s ability to benefit from the Games or potential inequalities resulting from the Games transport strategy are outlined below along with accompanying considerations.

Issue/Barrier	How/Why	Protected Characteristics most affected	Considerations and mitigation
Access to volunteering and training opportunities	<p>Transport accessibility and affordability issues</p> <p>Data shows that transport affordability is one of the key deterrent for taking up volunteering, training and other opportunities for people from lower socio-economic groups and other protected characteristics most likely to be from a lower economic background</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p>	<p><u>Mitigation</u></p> <p>Transport costs for volunteers will be covered during the games (along with transport costs for all workforce and the Games Family)</p> <p><u>Additional considerations</u></p> <p>While not directly linked to the transport strategy remit, it is important to consider <i>ways to support volunteers and trainees with affordability issues (not just covering basic travel but also (where needed) other expenses linked to training and volunteering)</i>. This would also help ensure we are attracting people from lower-socio economic groups who are most likely to benefit from these opportunities. Considerations relating to supporting single parents and people with caring responsibilities is also crucial. This consideration</p>

			forms part of the Jobs and Skills Academy's EqIA
Increased travel demand putting a strain on the public transport system with ensuing adverse impact on some groups	<p>Availability of services (higher demand than available services) especially problematic for groups reliant on public transport to get around</p> <p>Overcrowding in interchanges and on public transport especially problematic for disabled people, including people with hidden disabilities (mental health, neuro diverse conditions and learning disabilities)</p> <p>Availability of public transport seating for wheelchair users, parents with buggies and disabled people</p> <p>This may be exacerbated by the fact that people are actively encouraged to use public transport with venue parking restrictions. While this is crucial to avoid major congestion and other disruption to the network, it is also important to acknowledge that it may impact on regular public transport users (reliant on public transport to get around) as well as disabled public transport users and disabled spectators</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> <li>- Engaging with businesses and communities to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements</li> <li>- Introduction of temporary measures to make efficient use of the network</li> <li>- Introducing temporary event services to alleviate pressure on the network and provide surge support to cope with the extra demand (for instance, a number of dedicated spectator and workforce accessible shuttle services and temporary park and rides etc.).</li> <li>- Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, additional cycling and walking routes, Metro, Sprint and rail network infrastructure improvements</li> <li>- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers</li> <li>- Metro wise, services will be extended at peak times to ensure residents and visitors can travel at ease</li> <li>- With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey</li> </ul>



			<p>planning information and advice to those travelling</p> <ul style="list-style-type: none"> <li>-Rail wise, considerations on how train crew and rolling stock remains balanced to not only meet Games demand but also maintain efficient rail operations for every users.</li> <li>-Station management plans for all those stations where significant numbers of additional passengers are expected</li> <li>-Blue badge parking availability at all competition venues</li> </ul> <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> <li>-Staff availability and presence in key, high demand locations (bus and rail stations etc.) is crucial as there will be visitors with no understanding of the local network; there will also be a number of regular commuters or and local games spectators who may need additional support due to overcrowding and network capacity issues. The effective deployment of volunteers in key interchanges (similarly to what is being planned with the Metro operations) is crucial and will help increase confidence in public transport use during the Games</li> <li>-Consider implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport)</li> <li>-Message consistency and clear messaging across the network is crucial to ensure disabled public transport users and other groups are not marginalised during the</li> </ul>
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		<p>Games. There are likely to be access issues for wheelchair users, parents with small children, disabled public transport users with hidden disability and other public transport users with mobility difficulties. A combination of over-demand, under capacity, language barriers and overcrowding may have a detrimental impact on public transport usage for some groups – a number of considerations include clear messaging across the network; consistency of messaging across all operators; staff understanding of potential issues and a clear comms strategy of how they can be dealt with; promotion of voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability.</p> <ul style="list-style-type: none"> <li>-Transport Hub Integration Group is developing Games time Station/transport hub plans for all of the designated stations or transport hubs. These will need to take into account key accessibility considerations and contingencies if things go wrong (i.e. lift breakdown and alternatives for wheelchair users).</li> <li>-Blue badge parking availability in venues acknowledges that a number of disabled people are either not able to use conventional public transport or/and may find it difficult with increased demand. Pre-bookable spaces in venues can help address this issue (along with other measures such as availability of alternative services)</li> </ul>
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			but it is really important to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand
Travel disruption caused by the Games is likely to impact some groups disproportionately	Travel disruption likely to negatively impact those groups heavily reliant on public transport to get around for employment, education or leisure who are likely to use or reside in key routes. This is not just due to increased travel demand (covered earlier in this table) but also in relation to disruption and journey delays as a result of diversion routes, stop relocations, parking restrictions and access to local access, road restrictions, loading restrictions etc.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> <li>-Information campaign to raise awareness of changes (detailed in the information section of this table) so that people are aware and have contingency plans in place, where possible, in advance</li> <li>- Controlled parking zones to allow access for residents and local businesses</li> <li>- Engaging with businesses to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements</li> </ul> <p>-Local residents engagement in relation to any temporary measures and input into final design ensuring access to properties is a key consideration</p> <p>-Temporary traffic regulation orders and traffic road notices to allow enforcement</p> <p>-Accessibility related resident needs will be identified and protected (blue badge, load zones etc.).</p> <p>-Greater investment into the West Midlands RTCC can help enhance the co-ordination of transport networks and services and minimise impact of disruptions.</p> <p><u>Additional considerations</u></p>



			It is crucial that any temporary infrastructure and other changes still meet key accessibility standards (i.e. temporary stop relocations) and that even individual changes are effectively and proactively communicated in a number of ways (for instance signage on a discontinued stop may not be spotted by visually impaired bus users)
Access to venues	<p>Accessibility of cycling and walking Games' options (routes, signage, infrastructure)</p> <p>The protected groups described in question 3 (also see column 3 of this table) are under-represented in cycling, affordability and living conditions (locality etc.) as well as physical accessibility being issues</p> <p>Public transport or cycling/walking may not be a viable option for some disabled people especially if demand increase makes it harder to use public transport</p> <p>Public transport accessibility is already a concern for disabled people and that could be exacerbated under Games conditions (full or over capacity, congestion etc.)</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <p>--All events accessible by public transport which supports lower socio-economic groups</p> <p>-Introduction of temporary measures to make efficient use of the network makes transition to the venues faster and more efficient</p> <p>-Most venues located within walking distance of rail stations (though people with mobility or orientation difficulties may not benefit equally)</p> <p>-Implementation of route diversions and temporary stop relocations to improve access to the venues</p> <p>-Developing a park and ride offer to ensure drivers can safely park their cars and use public transport to the venues (hence enhancing options for residents/visitors who don't live in close proximity to transport links)</p> <p>-access audits of cycling and walking routes and key infrastructure which can help enhance information provision (i.e. to raise awareness of any access</p>



	<p>Accessibility of venues by public transport or/and car – definition of walking distance, drop off points for car users, venue car parking options for blue badge users unable to use public transport etc.</p> <p>Accessible transport options for spectators who are not car users and cannot use conventional public transport</p> <p>Park and Ride accessibility – affordability, accessible connection services, walking distance to public transport or/and venues</p> <p>Journey times may be longer for disabled users</p>	<p>barriers that are identified that cannot be mitigated through a personalised journey planner)</p> <ul style="list-style-type: none"> <li>- Introducing additional temporary services to alleviate pressure on the network and provide support for extra demand (for instance, a number of accessible shuttle services to venues, park and rides etc.).</li> <li>-Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and rail network infrastructure improvements</li> <li>-Assigned walking and cycling routes from transport hubs to venues supported by temporary signage, wayfinding and cycle parking</li> <li>- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers</li> <li>-Metro wise, services will be extended at peak times to ensure residents and visitors can travel at ease</li> <li>-With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey planning information and advice to those travelling</li> <li>-Rail station management plans for all those stations where significant numbers of additional passengers are expected</li> <li>-Blue badge parking availability at all competition venues</li> </ul>
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		<ul style="list-style-type: none"> <li>-Dedicated areas for PHVs (as well as rideshare and demand responsive travel)</li> <li>-Identified pick-up and drop-off points for venues</li> <li>-Extension to bus lane operational periods</li> <li>-Specific cycling measures to target those typically under-represented in cycling through schemes such as “cycling for everyone”</li> <li>-Park and ride and park and walk facilities</li> <li>-Investment in improvement to the canal network to make it easier to walk/cycle</li> </ul> <p><u>Additional considerations</u></p> <p>A number of considerations included in previous sections. Additionally:</p> <ul style="list-style-type: none"> <li>-While walking options are feasible for the majority of public transport users, such options are limited for people with mobility issues, especially when walkways are inaccessible. Key accessibility requirements for park and ride and park and walk or/and other interchange facilities need to be considered for people with mobility difficulties or/and who are not able to walk long or short distances to venues.</li> <li>-Accessibility considerations need to form part of all elements of transport planning and all infrastructure projects (i.e. proximity of parking spaces to shuttle services, clarity of information, accessibility of drop</li> </ul>
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		<p>off points). A checklist of key considerations in line with key access standards can help support the auditing process</p> <p>-While taxis and PHVs have a great role to play in terms of meeting accessible transport requirements, not all taxis/PHVs are accessible. That combined with low regulation levels may result in negative impact for some customers. However, as taxis account (as per the taxi and private hire strategy) for nearly 5% of trips during the games it is crucial that, through early engagement, they are integrated into wider transport planning. Due to the number of spectators (and the relatively low number of available taxis/PHVs in the West Midlands compared to other major cities) it is also key to ensure efficiency of taxi utilization is maximized. All these considerations are captured within the taxi strategy which also highlights the need for integration with venue accessibility transport plans and with the broader accessible transport strategy, taking into account a number of issues and requirements (i.e. driver training and awareness – taxi driver behaviour being a long standing issue, especially for disabled customers)</p> <p>-While a number of rail projects have been designed with accessibility in mind, ideally out of scope accessibility issues (platform edge tactile) should be considered for Perry Barr and University Station rail stations</p>
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			<p>-cycling parking/facilities to consider accessibility for adapted bikes</p> <p>-Rail station management plans to consider staffing accessibility requirements (i.e. supporting increasing demand for wheelchair users) and whether a no booking system could be supported during the Games</p>
Affordability of travel	Affordability of travel is an issue for a number of groups more likely to be on the lower socio-economic spectrum.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p>	<p><u>Mitigations:</u></p> <p>Volunteer provisions were covered in earlier sections</p> <p>Public transport included in the event ticket for spectators. Event staff and volunteers to have access to public transport</p> <p>Multi-modal capped ticketing can help inform better ticketing choices</p> <p>Concessionary tickets still valid during the games</p> <p><u>Additional considerations</u></p> <p>Transport ticketing provisions aside, Games ticketing affordability options should be considered (though not within the remit of this transport strategy)</p> <p>Ensure park and ride and other blue badge parking is available free of charge</p>
Information on changes and travel options	A number of service and temporary infrastructure and parking changes may be required in the lead up	<p>Lower socio-economic groups</p> <p>Race</p>	<p><u>Mitigation</u></p> <p>-Communications campaign to state changes through a range of</p>



	<p>to and during the Games which is likely to have an adverse impact on a number of groups as per question three – these groups are less likely to access mainstream communication channels, standard formats etc. so may be unaware of the changes or/and may find it difficult to adapt and may need additional support to adapt</p> <p>Likewise, spectator information on the Games may not be equally accessible for all</p>	<p>Disability</p>	<p>channels (digitally, in print and through resident leaflet drop off in affected routes – more details above)</p> <ul style="list-style-type: none"> <li>-Engagement with equality groups in the region, local and community based stations etc.</li> <li>-A dedicated journey planner for travel during the Games</li> <li>-Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information and to facilitate the coordination of transport networks</li> <li>-Spectators and workforce will have access to public transport within their event ticket, simplifying ticket purchasing options</li> <li>-Journey planning information communicated to spectators with their Games ticket</li> </ul> <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> <li>-Ensure the journey planner app is fully accessible and that all modes of transport are integrated within it The journey planner should offer accessible travel information to include information such as accessible walking routes, walking distance, wheelchair access options, designated pick-up and drop-off points etc. The journey planner should be tested with a number of access groups to ensure it is fully accessible</li> <li>- In consultation with access</li> </ul>
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			groups, ensuring signage and information is easy to understand, accessible for all (readability, colour contrast etc.) and available in a number of different formats (print, digital etc.) is key
Safety concerns	Some groups are more likely to have safety concerns when using public transport	Race (minority ethnic groups – details in evidence, question 3)  Disability  Age (young people)  Women  LGBTQ+	<u>Mitigation</u>  -Additional resources deployed at key locations  -Enhanced staff and volunteer presence to offer reassurance
Enhancing spectators' and visitors' experience	Games spectators, athletes and the Games family will come from a wide range of backgrounds and are also likely to have language barriers – communication difficulties  Disabled transport users or/and spectators may need additional support or/and may face additional barriers due to increased demand (which may also exacerbate other passenger negative behaviours), One of the key barriers to public transport for disabled passengers is staff and passenger behaviour	Race  Disability  LGBTQ+	<u>Considerations</u>  -Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA)  -The public transport system in the region is not regulated – this means that there is a plethora of bus, train operators. Moreover, there is also minimal regulation for taxis and PHVs. It is crucial that the need for staff awareness is communicated to all operators. However, identifying what equality awareness is needed for Games purposes and providing operators with relevant resources and material can help support a consistent approach to training

**6. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?**

**Positive impact:** where the impact on a particular group of people is more positive than for other groups

**Negative impact:** where the impact on a particular group of people is more negative than for other groups

**Neutral impact:** neither a positive nor a negative impact on any group or groups of people, compared to others.

DRAFT



EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	Yes	Yes	Yes		Yes		Yes	Yes
NEGATIVE IMPACT								
NEUTRAL IMPACT				Yes		Yes		

The aim of the transport plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum. To support access for all a number of actions have been considered (see mitigations in question 5) and a number of additional considerations have been included within this EqIA (see question 5 and question 8 – action plan). Effective delivery of these will help ensure the Games offers a positive experience for all and any negative impact is averted, as far as practically possible.

**7. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?**

Not applicable

## 8. ACTION PLAN

What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Timescales	How would you measure impact/outcomes in practice
Addressing increased travel demand and travel disruptions	<ul style="list-style-type: none"> <li>• Explore ways to ensure sufficient staff and volunteering availability and presence in key, high demand locations (bus and rail stations etc.) is crucial</li> <li>• Access and inclusion issues in relation to over-demand, under-capacity, language barriers, access needs and overcrowding should be considered in relation to transport operations and effectively communicated to transport staff—both in terms of mitigating risks and clear and consistent messaging across operators.</li> <li>• Promote voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability</li> <li>• Station management plans to take into account key accessibility considerations and contingencies. Similar station management plans should be considered for bus</li> </ul>	Now – embed within plans and strategy	<ul style="list-style-type: none"> <li>-Sufficient staff presence in key venues and interchanges</li> <li>-Customer satisfaction and reduced number of incidents</li> <li>-Transport staff confident in their understanding of games access and inclusion considerations</li> <li>-Visual aids used on public transport during the games</li> <li>-Accessibility embedded within station plans</li> <li>-Blue badge availability in venues covers demand</li> <li>-All infrastructure (temporary or otherwise) meets key accessibility standards</li> </ul>

	<p>stations likely to be heavily used during the Games and for Metro operations</p> <ul style="list-style-type: none"> <li>• Work with the venue planning teams to highlight the need to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand</li> <li>• Ensure accessibility considerations included for all temporary infrastructure measures/changes (i.e. temporary bus stops)</li> </ul>		
<p>Access to venues for all</p>	<ul style="list-style-type: none"> <li>• Consider and communicate travel alternatives to park and walk for passengers with mobility difficulties or/and who are unable to walk long or short distances to venues</li> <li>• Develop a checklist of key considerations for infrastructure project to help support the auditing process and to help ensure accessibility considerations form part of all elements of transport planning</li> <li>• Ensure taxi and PHVs strategy is integrated with venue accessibility transport plans and the wider transport strategy</li> <li>• Consider (currently out of scope)</li> </ul>	<p>Now – embed within plans and strategy</p>	<ul style="list-style-type: none"> <li>-Customers with mobility difficulties able to travel the venues without additional effort and within a reasonable time frame</li> <li>-Checklist of access needs developed and used</li> <li>-Effective taxi operation during the games that meets demand and offers an accessible service</li> <li>-New/refurbished rail projects fully meet accessibility requirements</li> <li>-cycling infrastructure accessible for disabled cyclists</li> <li>-free parking for blue badge holders</li> </ul>

	<p>accessibility enhancements for Perry Barr and University Station (platform edge tactiles) in time for the Games</p> <ul style="list-style-type: none"> <li>• Ensuring cycling parking facilities are designed with accessibility considerations in mind</li> <li>• Liaise with train operators to ensure rail station management plans consider infrastructure and staff accessibility requirements (i.e. staff availability to support customers who need additional support)</li> <li>• Ensure blue badge parking in park and rides is free</li> </ul>		
Inclusive information provision	<ul style="list-style-type: none"> <li>• Ensure full user accessibility of the journey planner app and that all modes of transport are integrated within it (including taxis and PHVs).</li> <li>• Ensure the journey planner offers accessible travel information to support an enhanced, trouble-free travel experience for disabled users</li> <li>• The journey planner should be tested with a number of access groups to ensure it is fully</li> </ul>	Now – embed within plans and strategy	<p>-An accessible journey planner that meets user needs (meeting key app accessibility standards)</p> <p>-testing with disability groups taken place and recommendations embedded in design and development</p> <p>-inclusive information provision and signage developed</p>

	<p>accessible</p> <ul style="list-style-type: none"> <li>• Games signage and information needs to be easy to understand and accessible. Testing with key equality groups can help support this</li> </ul>		
Enhancing spectator and visitor experience	<ul style="list-style-type: none"> <li>• Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA)</li> <li>• Effectively communicate to operators the need for staff awareness on equality and inclusion issues. Develop and communicate a number of resources or/and principles for operators that can help support a consistent approach to training</li> </ul>	Now – embed within plans and strategy	<ul style="list-style-type: none"> <li>-customer satisfaction</li> <li>-fewer complaints/incidents</li> <li>-transport staff abreast of equalities and confident in their ability to support customers</li> </ul>



West Midlands  
Combined Authority

## Environment & Energy Board

Monday 10 March 2021 at 10.00am

### Minutes

#### Present

Councillor Ian Courts (Chair)  
Councillor Waseem Ali  
Councillor Oliver Butler  
Councillor Andy Mackiewicz  
Councillor Barbara McGarrity  
Matthew Rhodes

Portfolio Lead for Environment, Energy & HS2  
Sandwell Metropolitan Borough Council  
Walsall Metropolitan Borough Council  
Solihull Metropolitan Borough Council  
City of Wolverhampton Council  
Energy Capital

#### In attendance

Councillor Peter Fowler

Overview & Scrutiny Committee

#### 39. Apologies for Absence

Apologies for absence were received from Councillor Maria Crompton (Sandwell), Councillor Jim O'Boyle (Coventry), Suzanne Ward (Environment Agency) and Councillor Waseem Zaffar (Birmingham).

#### 40. Minutes

The minutes of the meeting held on 1 February 2021 were agreed as a correct record.

#### 41. Climate Neutral Malmö

The board received a presentation from Jonas Kamleh from the City of Malmö municipality on how the city sought to reduce its carbon emissions through an agreed action plan and road map. He explained how this was being implemented and monitored, and shared his experiences of how other cities may try to implement similar plans and the lessons they could learn from Malmö. He stressed the importance being able to react in an agile way to changing situations, and how citizens needed to be engaged and involved in the process. Greater success had been achieved when citizens had been able to co-create the changes that were needed to be taken.

Resolved:

That Jonas Kamleh be thanked for his attendance at the board and his informative presentation.

**41. WM2041 Five Year Plan: 2021 - 2026**

The board considered a report from the Director of Inclusive Growth & Public Service Reform setting out the contents of a report to be submitted to the WMCA Board on 19 March seeking approval of a delivery plan to accelerate the WMCA's work on net zero.

The development of the Five Year Plan to meet the WM2041 net zero ambition had been supported by the commissioning of WSP to provide an independent evidence base as to how this might be achieved. The report summarises the independent advice and outcomes from that work for the WMCA Board, along with an outline of the next steps for delivery.

The Head of Environment reported that the work undertaken by WSP provided a high level overview that would then enable more detailed discussions to take place in respect of prioritisation and implementation. The Chair welcomed the report and stressed the importance of ensuring funding was targeted at those projects best able to deliver carbon reduction targets.

Resolved:

The report be noted.

**42. Natural Capital Action Plan**

The board considered a report from the Director of Inclusive Growth & Public Service Reform providing an overview of the Natural Capital Plan that had been developed with partners, and reflected the independent advice from the draft WM2041 Five Year Plan and extensive stakeholder engagement with natural capital leads from regional organisations, including local authorities.

The 'WM2041: A Programme for Implementing an Environmental Recovery' report highlighted the need to address inequalities of access to green space that had been magnified during the first COVID-19 lockdown. In response to this, the WMCA commissioned the New Economics Foundation to produce a report on access to green space across the West Midlands. Delivering a regional Natural Capital Plan would require the involvement of a range of different stakeholders from the public, voluntary, research and private sectors. To deliver its natural capital priorities, the WMCA was well-positioned to connect with the UK government and regional bodies, supporting local authorities as it navigated the implementation of the new environmental measures set out in the draft Environment Bill. It could also provide clear communications to individuals and communities across our region to show clearly how everyone's efforts fitted into the wider picture.

Councillor Andy Mackiewicz welcomed the report, and stressed that this work should include recognition of the natural capital work also being undertaken by local authorities in the region.

Resolved:

- (1) The vision and outcomes for the WMCA natural capital work be agreed.
- (2) The Natural Capital Action Plan be agreed.

- (3) The proposed role and delivery structure for the WMCA be agreed.
- (4) The submission of an expression of interest to the Environmental Land Management Scheme in the WMCA be supported.
- (5) The establishment of a Natural Capital Board and Natural Capital Officer Group be supported.
- (6) The Community Green Grants programme be approved to improve access to green space for communities across the West Midlands (subject to funding).

**43. Active Travel Update**

The board received an update on those projects delivered as part of the Active Travel Fund. Funding of £3m had been used to deliver 57 infrastructure schemes, including 14 pop-up cycle lanes. In addition, the West Midlands Cycle Hire scheme intended to deliver 1,500 bikes across the region by July. The Chair welcomed the report, but stressed the importance of ensuring that transport policy making reflected the modal-shift aspirations of these projects to ensure that the benefits were maximised.

Resolved:

That the update be noted.

**44. De-carbonising Transport - A Critical Objective for a New Local Transport Plan**

The board considered a report from the Managing Director, Transport for West Midlands, on the work being undertaken reviewing the West Midlands statutory Local Transport Plan. A key objective for the new Local Transport Plan would be to set out how the West Midlands transport system would be decarbonised in line with local and national targets.

The current and fourth West Midlands Local Transport Plan was called Movement for Growth and was comprised of a strategic plan and delivery plan. Since Movement for Growth was adopted approximately five years ago there had been significant global and local change in policy context. Whilst the WMCA is formally the local transport authority, the combined authority was a partnership and the Local Transport Plan was therefore developed collaboratively with the constituent authorities. The Strategic Transport Board provided the direction for this work, however, changes to the Local Transport Plan must be approved by WMCA Board and (as a minimum) meet specific statutory requirements on consultation.

As Transport for West Midlands took forward the development of a new Local Transport Plan, the indicative goals set out in the WM2041 Five Year Plan would be taken as a minimum target. Scenarios would also be explored to better understand what would be required to deliver decarbonisation of the West Midlands transport system faster.

The Chair noted the importance of ensuring the public were engaged in the development of new transport policies. The Transport Strategy & Place Manager confirmed that work was being undertaken to better understand what the public wanted from its transport network, as well as giving a realistic sense of the scale of the changes required to reduce carbon emissions. The Head of Environment confirmed that the Behavioural Insights Team was supporting this work, and she could provide a further update on this at the next meeting.

Resolved:

- (1) The work Transport for West Midlands was undertaking to review the West Midlands Local Transport Plan in partnership with local highway authorities and in light of the climate emergency and wider policy drivers of change be noted.
- (2) The next steps with regard to development of a draft new West Midlands Local Transport Plan be noted.

**45. WM2041 Programme Update**

The board noted a plan of items to be reported to its future meetings.

The meeting ended at 12.10pm.



**West Midlands  
Combined Authority**

## **Strategic Economic Development Board Meeting**

**Thursday 11 March 2021 at 10.00am**

### **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 Ian Brookfield
Dudley MBC	Councillor Angus Lees
Sandwell MBC	Councillor Danny Millard
Solihull MBC	Councillor Ian Courts
Walsall MBC	Councillor Adrian Andrew
Warwickshire CC	Councillor Peter Butlin
WM Universities	Prof John Latham
Higher Education	Prof Sir David Eastwood
Further Education	Andy Dobson (Halesowen College)
Automotive Sector	Prof David Keene
Creative Industries Sector	Anita Bhalla
Low Carbon Technologies Sector	Dr. Michaela Kendall
Construction Sector	Sat Nijjer

#### **Officers in Attendance**

Black Country LEP (Metals & Materials)	Colin Leighfield
Black Country LEP (Metals & Materials)	William Smith
Black Country LEP	Sarah Middleton
Black Country LEP	Prof Delma Dwight
City of Wolverhampton	Charlotte Johns
Coventry & Warwickshire LEP	Paula Deas
Coventry & Warwickshire LEP	Jordan Dowthwaite-Clark
Coventry City Council	Andy Williams
Greater Birmingham & Solihull LEP	Ed Watson
City of Wolverhampton	Charlotte Johns
West Midlands Combined Authority	Julia Goldsworthy
West Midlands Combined Authority	Annie Kehoe
West Midlands Combined Authority	Julia Nugent
West Midlands Combined Authority	Rebecca Riley
West Midlands Combined Authority	Jonathan Skinner

**Item  
No.**

**174. Apologies for absence**

Apologies for absence were received from Councillors Matthew Dormer, George Duggins, Izzi Seccombe and Ian Ward.

With regard to new Members the Chair welcomed Anita Bhalla, Andy Dobson, Prof David Keene and Dr. Michaela Kendall.

**175. Declarations of Interest**

No declarations were made.

**176. Notes of the Strategic Economic Plan Board Meeting held 20<sup>th</sup> January 2021**

Resolved:

That the notes of the meeting held on the 20<sup>th</sup> January 2021 be approved as an accurate record.

**177. SED Board Tracker Log**

Resolved:

That the SED Board Tracker Log be received and noted.

**178. Forward Plan**

The Chair advised that the Forward Plan continued to be refined as required.

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**

**179. West Midland CA Covid Economic Monitoring – WM Redi weekly monitor 5th March 2021 and the updated SED Board Economic Dashboard**

Rebecca Riley provided an update highlighting the headline figures, to include: -

- Youth claimant count was improving – although was twice as high as 12 months previously;
- Business Index had increased to 51.1 – following post Brexit dip;
- Apprenticeship numbers – evidenced that employers were switching from apprenticeships to the Kickstart scheme.

In respect of the impact of Covid, as well as the general negative impact on economic, Rebecca Riley advised that it had accelerated wider economic inequality, with twice as many women in low paid employment; reduced employment for women, with 70% having had furlough denied; impact on mental health, especially young women.

In respect of the Megatrends work, Rebecca Riley advised that the first phase of the work was completed in relation to mobility in city centres and the important challenges were increasing the mixed use of centres for communities, culture etc. There was an increasing demographic divide from the impact of Covid and climate change remained a challenge across the board.

The Chair stated that the data challenge had met been met but advised that it must lead to identifying actions to tackle the problems, especially regarding youth unemployment.

Sarah Windrum agreed with the need for actions and stated that they could be refreshed and reinvigorated through the private sector board members. She advised that the Board could be used as a conduit to what the private sector could do rather than await Government to shape interventions.

Anita Bhalla observed that Covid-19 had highlighted health inequalities and that there would also be a need for physical and mental health interventions.

The Chair reiterated the need to have actions to address the identified issues rather than just acknowledge and note them.

Julia Goldsworthy stated that there was a need to develop the agenda so that it would provide an opportunity for people to say what actions they were taking in their work places to tackle the identified economic impacts created by the pandemic and the inequalities exacerbated by the pandemic.

Julia Nugent advised that work of the WMCA Jobs and Skills Board were undertaking work on public sector interventions and Kickstart was supporting retraining.

Councillor Peter Butlin stated that in Warwickshire they had recognised the issues of rising unemployment, mental health issues and the inequalities. He stated that in Warwickshire they had £140m available for businesses which should support 4,000 jobs and create 2,000 more. He highlighted that through C&WLEP work was being undertaken on reskilling as pre-Covid there had been 2% unemployment but once furlough ended it was estimated that it would rise to 10%. There were a lot of start-up businesses and money had been made available to help them. Noting that Mental Health issues had risen significantly he advised that a job helped alleviate some pressures and advised that they were also focussing on assistance for youth unemployment, given the impact on young people. He suggested that they all share their capability and initiatives across the region.

Prof. David Eastwood stated that spending as part of the recovery would be crucial to tackle job creation, as well as investment.

Resolved:

- 1) That the Board note the Economic Dashboard data and Covid Impact dashboards; and
- 2) That the Board ask that the regional partners identify actions being undertaken at their respective levels, that is Combined Authority, Local Authority and LEPs to tackle the issues highlighted across the WMCA geography.

#### **180. Policy context and development**

- **Latest economic intelligence**
- **PM's Roadmap out of Lockdown**
- **3rd March Budget and Government's 'Plan for Growth'**
- **Levelling-Up Fund**
- **UK Community Renewal Fund (linked to the UK Shared Prosperity Fund)**
- **The Community Ownership Fund**
- **Skills for Jobs White Paper**
- **Covid 12-months On**

## **Covid 12-months on**

In respect of Covid-19, 12 months on, Jonathan Skinner advised that there had been a review on how partners had come together on the economic and social issues that had arisen, with consideration of how to reset priorities for the future. It was noted that there had been a disproportionate impact on the West Midlands, given the growth trajectory that the region had been on pre-Covid. Lessons had been learnt and there was a need to understand the impact and take action, whether at a City level, referencing the Wolverhampton initiative - 'Relighting our City'8 plan brings the city together, with 2,500 people directly shaping the key priorities for its recovery, or at sub-regional level to include LEPs and collective work. The pandemic had highlighted that the economy was not as resilient as it could have been and Covid had exacerbated inequalities thus was there was a need for public and private investment to meet the following five key challenges: - Delivering Good Jobs; Thriving Places and Communities; Securing Green Ambitions; Tackling Inequality and Levelling Up; and Preventing a Lost Generation.

In meeting these challenges there was need to reset the strategy and priorities, particularly following the implications from the budget where the "Plan for Growth" superceded the industrial strategy.

Sarah Windrum stated that it was crucial that action was taken at the right spatial level, such as the CA level where Infrastructure needed to be done at scale to include digital (WM5G) and other initiatives at local level, where the CA could take best practice and share across the region. With the Covid 12-months on update, she stated that there should be consideration of the five challenges and at what level relevant actions should be undertaken to meet the challenges.

Jonathan Skinner agreed with the premise of relevant actions being undertaken at the correct spatial level and highlighted the business support paper in regard to how local authorities distributed business grant.

The Chair noted that different bodies operated at different spatial levels, which should be reflected in the actions to be undertaken. He observed that the pandemic had acted as an accelerant, amplifying and accelerating underlying issues, such as inequalities that had existed. There was a need to consider what success would look like in two years' time and commented that he still did not get a sense yet of what actions were to be undertaken to address the issues highlighted by the monitoring.

Councillor Peter Butlin stated that pre-Covid it had been agreed that town centres needed to re-invest to become "experience centres" and highlighted work across Coventry, Nuneaton and Leamington Spa.

Councillor Ian Brookfield agreed that there inherent issues and that this presented a bridging paper, as there were plans to consider and also to consider at what level actions should be taken. He stated that the next steps would be taken in partnership.

### **3rd March Budget and Government's 'Plan for Growth'**

Julia Goldsworthy, referenced the big national announcements published alongside the budget to include the Plan for Growth, which was a successor to the Local Industrial Strategy. These announcements were made across the following three themes - Business and people; Fixing public finances; and Building future economy. Along with the Plan for Growth there were announcements on future funding across the Levelling Up Fund (£600m capital); the UK Community Renewal Fund and the Community Ownership fund.

Anita Bhalla referenced the Community Ownership Fund and stated that there was a need to consider how it could be used to support further local business rate holidays etc and be made more attractive to the voluntary and community sectors. Julia Goldsworthy advised that there was match funding available up to £250,000 thus it was for all partners to consider that the fund could be used for and stated that the first bidding process would commence in June.

In respect of announcements associated with the Budget, it was noted that there was to be a review of LEPs, with one element being the geographies. The Chair stated that the Terms of reference of the Review were to be issued quickly, noting that there was a desire in Government to resolve the geography debate and the model of devolution. Whilst he acknowledged that there were a number of positive statements issued around the review. He stated that there was a need to see the "deeds and actions" and stated that the Terms of Reference would be shared with partners when received.

### **Skills for Jobs White Paper**

Julie Nugent noted that the Skills White Paper contained a lot of ideas and that the CA were keen to bring it together with partners, to include the CBI, LEPs and local authorities. She stated that it represented £3m for the region and highlighted that there was other funding available for level 3 qualifications, which could be used to support individuals and employers through training. The chair welcomed the collaborative approach.

Resolved:

That the SED Board: -

- 1) Note the latest economic intelligence about how the Covid-19 pandemic and introduction of the Trade and Cooperation Agreement have affected the region's economy.
- 2) Note implications for the West Midlands of the Prime Minister's Roadmap, 3rd March Budget including the launch of the government's 'Plan for Growth', Levelling-Up Fund prospectus and UK Community Renewal Fund prospectus
- 3) Endorse the response and recovery planning undertaken to date, in relation to Covid-19.

## 181. Business and Tourism Programme

(The Chair agreed to the early consideration of this item)

Roger Mendonca highlighted the strategic aims and objectives the underpinned the Business and Tourism Programme: -

### Aims

- To promote the West Midlands and the wider UK as a world-class destination for tourism, trade and investment.
- Drive long-term economic benefit and boost the UK's global reputation.

### Objectives

- Increase positive perceptions of the UK and the West Midlands, with Commonwealth Governments and businesses in key markets.
- Raise awareness of the destination brand across the Great Britain campaign and core markets Boost Economic benefits for the UK through exports, ODI and FDI Deliver economic growth through incremental business and leisure tourism, which could generate an additional £53m of GVA for the UK, of which £30m would be towards the West Midlands economy
- Creating 1,100 additional FTE jobs net, of which 700 would be in the West Midlands, noting that this represented an overall return on investment for the UK taxpayer of around £2.40 for every £1 invested
- Provide a gateway for the UK to grow our relationship with wider Commonwealth Nation.

He highlighted the potential economic benefits realisation to the region and the involvement of DIT and VisitBritain as two of three delivery partners, with the WM Growth Company, covering ten workstreams, highlighting that the international element had placed a greater emphasis on digital since Covid.

The Chair welcomed the impressive programme and noted that it provided a significant scale of opportunity for the region.

Paula Deas welcomed the information provided and stated that there was an opportunity for partners to join up with the Programme and share their respective intelligence and experience.

Resolved:

That the SED Board receive and note the update on the Business and Tourism Programme.

**182. Minutes of the Tourism Board held on 8th February 2021**

(The Chair agreed to the early consideration of this item)

Resolved:

That the SED Board note the minutes of the Tourism Board held on 8<sup>th</sup> February 2021.

**183. West Midlands Business Support**

Paula Deas provided the background to the review of business support and highlighted that the three LEPs and the WMCA had commissioned Metrodynamics to work with the four WM partners to undertake the review.

She advised that at present the project was in the research phase, which included: -

- Drawing together existing evidence on current use, penetration, perception and feedback;
- Establishing comparators / alternative case studies;
- Pulling together strategic case for change and the proposition for the role that business support in WM should play in longer term economic goals and Covid 19 recovery – linked into wider industrial / economic strategy aims around productivity, sector growth, zero carbon, business investment etc.;
- Beginning to develop outline options internally

The Chair asked if Metrodynamics were providing evidence of best practice elsewhere. He welcomed the shared learning approach, noted the future of business support was high on the Government's agenda to drive recovery and observed that an outcome should be to make inward investment much better.

Councillor Ian Brookfield stated that the outcome of the review needed to be transformational and to set business support for the next generation.

Paula Deas thanked Members for their comments and advised that there had been conversations around utilising Artificial Intelligence to provide intuitive business support.

Resolved:

That the SED Board: -

- 1) Note the comments on the progress to date on the review of the West Midlands Business support commission; and
- 2) Note the comments on the next steps in relation to the timetables set out in Appendix One and Two.

## 184. Sector Risk Matrix

Ed Watson highlighted that the report detailed the risks that were faced by the priority sectors in relation to both Covid 19 and the new trading relationships with the EU. The report also detailed the actions and next steps which it was suggested needed to be taken by all partners across the WM geography in order to address these risks and support Growth.

He referenced the following two tables in the report: -

- EU Exit Headline Sector Risk Assessment – West Midlands – which detailed the RAG rated current or potential “teething problems” but more significantly also detailed longer term structural changes; and
- Covid-19 Headline Sector Risk Assessment – West Midland – which detailed the Rag rated risks to future growth.

It was noted that across both tables Manufacturing, Retail and Transport and logistics were both adversely effected. In respect of Covid then the Cultural Economy and Hospitality sectors were adversely effected.

In respect of the potential West Midlands actions to reduce key issues across sectors, he highlighted the areas identified by the CA, LEPs and partners: -

Prof David Eastwood commented that he was surprised the Creative Industries was only a medium hit, as he felt the Brexit impact was high not medium. Ed Watson advised that there was anecdotal evidence that these sectors had been impacted. The Chair commented that as a sector, it was fragmented and noted that whilst an element of the sector had been adversely impacted the gaming element, had been less impacted, hence a medium rating.

Anita Bhalla commented that because the Creative, Arts and Culture sectors were all linked in together, then a true picture of the impact was not being provided.

The Chair accepted that in certain sectors, as highlighted there was a need to look at individual segmentation of elements of the sector to provide evidence for what interventions were required.

Resolved:

That the SED Board: -

- 1) Note the comments on the sector risk analysis and its conclusions in relations to the level of risk presented.
- 2) Note the comments in relation to undertaking further segmentation of sectors to ensure the interventions meet the requirements.

## 185. Sector Plans – Retail and Hospitality

Kate Hughes provided detail on the impact on the Retail and Hospitality sectors, highlighting that they represented high risk in terms of future economic growth.

Arising from the budget, it was highlighted that there were: - new £5bn *Restart* grants for high street shops, hospitality and leisure firms in England - £6,000 each for non-essential retail and grants of up to £18,000 per hospitality premises; Business Rates – 100% holiday would be extended for a further 3 months to the end of June and for next nine months to March 2022, they will be cut by two thirds; VAT – 5% reduced rate for hospitality and tourism businesses extended for 6 month to 30 September, and then at interim rate of 12.5% for a further 6 months; the Furlough scheme had been extended to end of September 2021, with businesses asked to contribute 10 per cent of salary from July, rising to 20 per cent in August and September; new £520m *Help to Grow* schemes for SMEs from Autumn 2021, to support innovation through management training (90% costs covered) and free expert digital advice with 50% discount on productivity enhancing software up to £50,000; Alcohol duty would be frozen for another year; Contactless payments to be increased to £100; new *Loan Recovery Scheme* for Traineeships and Apprenticeships, etc.

Regional opportunities and initiatives included: - re-purposing of town and city centre premises, more residential development and new working patterns supporting new showroom/specialised retail, leisure, cultural, recreational and hospitality experiences; innovative multi-purpose futures for out-of-town retail parks, other suburban/local centres; growth in e-commerce and online retail – new demographics, new customer relationship models, long-term impact, access to global markets, new start-ups; Major events: City of Culture and Commonwealth Games with a drive to attract domestic and international visitors; and mobility innovations – place integration and micro-mobility solutions to enhance ease of travel and accessibility to boost footfall.

Kate Hughes highlighted that there were number of parallel activities to encourage people to spend and return to these sectors.

Councillor Ian Courts referenced the actions and place-based activities to attract people back to the sectors and advised that some interventions would take longer in what they could do. He referenced Solihull and the need to improve some of the streets and with reference to the Commonwealth Games highlighted that there was a need to pull together a programme of events that would lead up to that.

Julia Goldsworthy in respect of the retail and hospitality sectors there was a need for a re-animation of the city and town centres. Once re-opened there would be a need to review the impact of the interventions.

Resolved:

That the SED Board: -

- 1) Note the challenges and opportunities detailed in the presentation; and
- 2) Receive a further report on the interventions after the retail and hospitality sectors had reopened.

## **186. Sector Plans – Metals and Materials**

Colin Leighfield and William Smith provided an overview of the sector and what it contributed to the regional economy. In terms of the impact of Covid and the EU exit they highlighted: -

- Whilst, hit by demand shock of reduced production in wider sectors, businesses on these sectors had generally remained open and busy.
- Diversification opportunities had been taken – e.g., in health / life sciences.
- Cashflow problems were much like other sectors, but more affected by price rises in raw materials (steel, copper, nickel etc) and supply difficulties from Far East amid “container crisis”.
- Trade issues associated with UK-EU deal: decreased ease of flow of essential parts and components, and increased costs, due to:
  - Rules of Origin: in complex global supply chains, determination of origin could be very difficult;
  - Reverse VAT charging;
  - Customs checks and quotas (e.g., for steel), could cause holdups and costs and were no longer barrier free;
  - Poor supply of raw materials and chemicals;
- Previous slickness now peppered with risk which may reduce competitiveness, with SMEs being hit hardest, but also the hardest to engage with.
- Opportunities in recovery through infrastructure investment and sector revivals / reshoring potential. UK manufacturing needed be central to the post-Brexit/Covid recovery UK economy and critical to the Gov’s Plan for Growth.

There were four priority areas they had concluded where the Metals and Materials sector required a call to action: -

### **Fair Procurement Opportunities**

- Influence the procurement processes of major projects to ensure they better suit the needs of local metals/materials SMEs, and retain investment into UK businesses.
- Support long-term investment in local content, including through State Aid rules and properly implementing the balanced scorecard so that they reflect SMEs from lower tiers.
- Help industry develop stronger supply chains to attract investment and contract awards.

## **Decarbonisation & Energy Competitiveness**

- Lobby for a fairer settlement on energy pricing to improve competitiveness.
- Develop and disseminate effective net zero roadmaps to support a whole sector transition to new technologies (demand-side).
- Develop and extend support to ensure firms can carry out processes net-zero (supply-side).

## **Improving Skills**

- Develop a business engagement-led skills strategy, replicating the model successfully adopted in Germany by raising the resources and profile of trade federations / bodies.
- Provide better matching of skills supply and industry demand.
- Increase the number of new entrants to the sector, including more diversity, and harnessing high unemployment to attract young people.
- Uplift branding of the sector to widen talent pool – e.g., attracting creatives for design.

## **Transition to New Markets and Technologies**

- Provide additional and ongoing support for firms struggling to implement new trade requirements, including on rules of origin and reverse VAT charging.
- Generate a closer working relationship between existing innovation assets and metals/materials SMEs, e.g., through WMIP, challenge-led innovation support.
- Develop a narrative and campaign to support manufacturing reshoring in the UK.

Tom Westley welcomed the call for action and reinforced the need for a review of energy costs as businesses across the sector were being adversely impacted. In respect of the EU exit he advised that the bureaucracy impact was now taking 3-5 weeks as opposed to 4 days previously.

Councillor Peter Butlin observed that industries across the Metals and Materials sector were not a levelling playing field with their EU counterparts.

The Chair noted that the work on Repowering the Black Country was a key element to reducing energy costs for the sector.

Resolved:

That the SED Board note and support the four priority areas for the Call for Action - Fair Procurement Opportunities; Decarbonisation & Energy Competitiveness; Improving Skills; and Transition to New Markets and Technologies.

**187. Date of Next Meeting**

Resolved:

That the SED Board note that the next meeting would be held 11<sup>th</sup> March 2021.

The meeting closed at 12.05pm

Chair

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**West Midlands  
Combined Authority**

## **Transport Delivery Committee**

**Monday 15 March 2021 at 1.00 pm**

### **Minutes**

#### **Present**

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Linda Bigham	Coventry City Council
Councillor Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Mohammed Idrees	Birmingham City 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

<b>Item No.</b>	<b>Title</b>
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<b>100.</b>	<b>Chair's Remarks</b>
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**(i) Welcome to Councillor Mohammed Idrees**

The Chair welcomed Mohammed Idrees to his first meeting of the committee.

**(ii) Farewell to Councillors Roger Lawrence and Ted Richards**

The Chair reported that this would be last meeting for valued members Councillors Lawrence and Richards who would be standing down as councillors at the forthcoming local elections. The committee paid tribute to both councillors for their work in supporting transport in the region and serving residents for many years. This sentiment was echoed by TfWM Officers and the Managing for TfWM Laura Shoaf who reported that both members would be hugely missed and in particular Councillor Lawrence, who had served as the WMCA Board's Portfolio Holder for Transport whilst Leader of the City of Wolverhampton Council.

**(iii) Bus Transformation Report**

The Chair advised that the Bus Transformation report that had

been sent to members recently would be continually updated and circulated to members to keep them updated on bus matters.

**(iv) National Bus Strategy**

Further to the Government's announcement on a national bus strategy today, the Director of Integrated Network Services, Pete Bond, reported that a briefing note on the key components of the strategy would be circulated to the committee in due course.

**(v) Safer Travel and Network Resilience Update**

The Chair reported that she had requested a briefing note from Mark Babington, (Head of Safety, Security and Emergency Planning) to provide an update on safer travel and network resilience early next month.

**101. Minutes of the last meeting**

The minutes of the meeting held on 8 February 2021 were agreed as true record.

**102. Action Tracker**

The action tracker was noted.

**103. Matters Arising**

*Minute no. 84, Chair's Remarks (iii) Transport Scrutiny Sub-Committee*

The Chair reported that further to the Transport Scrutiny Sub-Committee held on 22 February, she had provided feedback on the meeting to TDC members. It was noted that the recommendations from the Transport Scrutiny Sub-Committee would be submitted to the WMCA Board on 19 March for approval.

*Minute no.88, Bus Alliance Update*

The Chair reported that further to an enquiry from Councillor Lal regarding the need to accelerate Swift Go, a report would be considered further on the agenda.

**104. Correspondence/ Petitions**

None submitted.

**105. Financial Monitoring Report**

The committee considered a report of the Finance Director that set out the financial position up to the end of January 2021.

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

In relation to enquiry from Councillor Richards as to whether delays to projects as a result of the Coronavirus pandemic would lead to cost increase

in the future, the Financial Controller, Louise Cowen reported that this issue was currently be examined although the financial impacts were not yet clear.

Resolved:

1. That the year to date net revenue expenditure to the end of January 2021 shows a favourable variance of £3.437m compared to budget be noted and
2. That the total capital expenditure to the end of January 2021 for the overall transport programme was £116.9m, which was £99.8m below the year to date budget of £216.7m and the capital forecast was reduced in January 2021 to £169.7m, which is £107.5m below the annual budget of £277.2m be noted.

**106. 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 capital programmes 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.

Resolved:

1. That the achievements since the January meeting of the Transport Delivery Committee be noted;
2. That the progress of deliverables and outturn of the 2020/21 Capital Programme be noted and
3. That the variations from the baseline programme as referred to in paragraph 4 of the report be noted.

**107. Swift Go - the future of transport payment in the West Midlands**

The committee considered a briefing note from the Head of Swift on 'Swift Go'.

The Head of Swift, Matt Lewis reported on the development and progression of Swift ticketing from 2012 when Swift pay-as-you go was launched to the new and improved version called Swift Go.

It was noted the new, more flexible version of Swift would deliver best value for customers by 'capping' fares; the customer would be charged the cheapest fare as the system (account based ticketing) recognises all fares such as peak/off peak.

The Head of Swift reported on plans to expand Swift from bus and tram to rail which would enable multi-modal 'capping' across all operators and services.

Resolved : That the report be noted.

**108. Presentation : Latest Travel Survey Summary**

The committee received a presentation from the Human Intelligence Manager on the latest Covid-19 travel survey that was undertaken by telephone during February 2021. The committee had also received details of the key findings of the travel survey undertaken in January 2021.

The Human Intelligence Manager, Sarah Bayliss, outlined the main results of the Travel Trends and Behaviours Tracking Survey that monitored travel habits, measured satisfaction with journeys made and examined the effects Covid-19 on travel patterns including the reasons for not travelling and awareness of Transport for the West Midlands. The survey indicated that the pandemic has changed the way people travel, especially the elderly and revealed changes to travel patterns (the full report was circulated to the committee following the meeting).

The Chair thanked Sarah Bayliss for her informative presentation.

Resolved: That the contents of the presentation be noted.

**109. WMCA Board Transport Reports (for information only)**

The committee received a report on Coventry Electric Bus City - full business case, that would be considered by the WMCA Board at its meeting on 19 March.

Resolved : That the report be noted.

**110. Notices of Motion**

None submitted.

**111. Questions**

None submitted.

**112. Forward Plan**

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

Resolved: That the report be noted.

**113. Date of Next Meeting -14 June**

The meeting ended at 2.30 pm.



**West Midlands  
Combined Authority**

## **Investment Board**

**Monday 22 March 2021 at 10.00 am**

### **Minutes**

#### **Present**

Councillor Bob Sleigh (Chair)  
Paul Brown

Councillor Tristan Chatfield  
Councillor Steve Clark  
Councillor Karen Grinsell  
Councillor Matt Jennings  
Councillor Stephen Simkins  
Sue Summers  
Gary Taylor

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

#### **In Attendance**

Sarah Middleton

Liam Davies  
Aanisah Begg  
Gareth Bradford  
Carl Craney  
Dan Essex  
Linda Horne  
Ian Martin  
Carl Pearson  
Chris Scott  
Gerald Gannaway

Black Country Local Enterprise  
Partnership  
City of Wolverhampton Council  
West Midlands Combined Authority  
West Midlands Development Capital

#### **Item Title No.**

#### **166. Chair's Opening Remarks**

The Chair welcomed Members and Officers to the meeting.

#### **167. Apologies for Absence (if any)**

Apologies for absence had been received from Nick Abell (Coventry and Warwickshire Local Enterprise Partnership, Councillor Wasim Ali (Sandwell Metropolitan Borough Council), Councillor Mike Bird (Walsall Metropolitan Borough Council), Councillor Tony Jefferson (Non-Constituent Authorities) and Councillor Jim O'Boyle (Coventry City Council).

Apologies for absence had also been received from Richard Moon and Andy Williams (Coventry City Council), Paula Deas (Coventry and Warwickshire Local Enterprise Partnership), Richard Lawrence (City of Wolverhampton Council), Nick Oakley (West Midlands Development Capital) and Roger Mendonca (West Midlands Growth Company).

**168. Notification of Substitutes (if any)**

Councillor Matt Jennings had been nominated as a Substitute Member for Councillor Tony Jefferson.

**169. Declarations of Interests (if any)**

Councillor Stephen Simkins declared non-pecuniary interests in matters relating to Pipe Hall, Bilston and the City Learning Quarter in Wolverhampton which were referred to in the Brownfield Land and Property development Fund Dashboard and during the discussion on the Investment Programme update and Dashboard respectively as the Local Ward Member and Cabinet Member for City Economy as appropriate.

**170. Minutes of last meeting**

Resolved:

That the minutes of the meeting held on 15 February 2021 be confirmed as a correct record and signed by the Chair.

**171. 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 £795.3 million (as at 28 February 2021), compared to £795.3 million as at 31 January 2021) with funding drawn down / incurred against these projects as at 31 January 2021 totalling £265.3 million.

He reported that at the meeting of the WMCA Board held on 19 March 2021 it had been agreed that the headroom be increased by £70 million subject to the Overview and Scrutiny Committee not raising any objections. Thus, the potential for commitments in the Investment Programme now totalled £871 million rather than the £801 million set in November 2019.

He advised that a response from The Treasury was awaited on the outcome of the Devolution Deal Gateway Review.

With reference to the additional headroom, the Chair explained that the affordability was influenced by the timing of expenditure and interest. Since 2019, both of these metrics had moved in the favour of the Investment Programme affordability, with drawdowns being re-profiled into later years and the global economic conditions reducing borrowing levels to historically low levels. It would, however, be necessary to ringfence some of the additional money for revenue risk in relation to the funding of transport due to the pandemic including losses in Light Rail revenue and associated instability within the bus market. Whilst the unmitigated assessment was circa £30m - £50m, a risk assessed value of £10m was considered prudent to provide appropriate financial resilience in the short-term while the on-going uncertainty continued and risks continued to emerge. It was hoped that the Government would continue to support fare revenues and, if this was the case, the sum would be returned to this Board to use for investment purposes.

He advised that the WMCA Board had also agreed to ringfence a further £5m of the £70m for risks associated with the Capital Programme and had set aside £9.5m to deliver Perry Barr Station and Interchange and £20m to deliver the five new Rail stations, with this funding to be returned to the Investment Programme for reallocation if the WMCA were able to lobby successfully the Government to fund these schemes via the Intra City Transport Settlement.

A provisional allocation of £5.1m had also been made at WMCA Board to allow for a package of #2041 initiatives including the development of the Net Zero Neighbourhood Smart Hub, Energy and Environment Package and Natural Capital Programme as part of the WM2041.

Linda Horne also referred to a sum of £5m from the Investment Programme, approved at WMCA Board, as the local contribution towards the Coventry Electric Bus Town proposal which would release £50m of Government funding plus £84m of private sector matched funding, which represented excellent value for money for the region. A remaining sum of £15.4m had been identified by WMCA Board as being for other Regional Recovery priorities.

The Chair referred to the Government's recent budget and the grant of £50m towards the Urban Growth Company Hub proposal subject to matched funding. He reminded the Board that £169m had been approved previously for associated projects. He commented that only one meeting of this Board remained in the current Municipal Year and that there was a need to ensure that investment decisions continued to be made, as appropriate. He suggested that delegated authority be granted to the Director of Finance and the Monitoring Officer in consultation with himself to approve any urgent investment decisions with all appropriate information being provided to the Board for information. The Officer meetings via Investment Panel would consider proposals during this period as would be normal process under the Single Assurance Framework.

Councillor Tristan Chatfield referred to the 'other Regional Recovery priorities' referred to in the mentioned WMCA Board paper and asked as to the process involved in identifying such priorities and whether discussions had been initiated with partner local authorities on this matter. Linda Horne explained that discussions had taken place through the Regional Recovery Forum which partner local authorities fed ideas into. She gave 'WM Co-Invest' and 'Wolverhampton City Learning Quarter' as examples of schemes that could be considered by that Forum and which could benefit from such funding subject to compliance with the Single Assurance Framework.

Ian Martin reported that nine schemes were rated as RED on the Dashboard but there were no financial implications. Action would be taken to address the rating through the Change Request process with the revision to start and completion dates as necessary.

Resolved:

1. That the status of the Investment Programme delivery as detailed in 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 delegated authority be granted to the Director of Finance and the Monitoring Officer in consultation with the Chair to determine any urgent investment decisions with all necessary information being circulated to the Board.

**172. WMCA Collective Investment Fund (CIF) - Dashboard**

Gerald Gannaway presented the Collective Investment Fund (CIF) Dashboard (public iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**173. WMCA Brownfield Land and Property Investment Fund (BLPDF) - Dashboard**

Gerald Gannaway presented the Brownfield Land and Property (BLPDF) Dashboard (public iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**174. WMCA Revolving Investment Fund (RIF) - Dashboard**

Gerald Gannaway presented the Revolving Investment Fund (RIF) Dashboard (public iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**175. 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).

**176. Parallel 113, Darlaston - Collective Investment Fund (CIF) Loan**

Gerald Gannaway presented a report which sought approval to a loan from the Collective Investment Fund to regenerate 6.6 acres of brownfield land and creating 198 jobs in Darlaston.

In response to a question from Councillor Tristan Chatfield, Gerald Gannaway confirmed that the loan agreement would contain a default interest rate clause which could be applicable if the scheme was not completed within the two-year period.

Resolved:

That approval be granted to a loan from the Collective Investment Fund subject to the key terms, security and conditions of sanction as detailed in the report.

**177. WMCA Collective Investment Fund (CIF) - Dashboard**

Gerald Gannaway presented the Collective Investment Fund (CIF) Dashboard (private iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**178. WMCA Brownfield Land and Property Investment Fund (BLPDF) - Dashboard**

Gerald Gannaway presented the Brownfield Land and Property Development Fund (BLPDF) Dashboard (private iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**179. WMCA Revolving Investment Fund (RIF) - Dashboard**

Gerald Gannaway presented the Revolving Investment Fund (RIF) Dashboard (private iteration) as at 1 March 2021.

Resolved:

That the Dashboard be received and noted.

**180. Land and Property Investment Fund (LPIF)**

Sarah Middleton presented the Land and Property Investment Fund (LPIF) Dashboard as at 1 March 2021. She advised that the dashboard was in a revised interactive format but contained consistent information to those presented previously.

Resolved:

That the Dashboard be received and noted.

**181. Chair's Closing Remarks**

The Chair referred to a recent discussion with the WMCA Mayor on the work of the Investment Board and that the WMCA Mayor had asked for his thanks to be extended to the Board for the work it had undertaken.

The meeting ended at 10.20 am.



**West Midlands  
Combined Authority**

## **Investment Board**

**Monday 19 April 2021 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 Matt Jennings  
Councillor Jim O'Boyle  
Councillor Stephen Simkins  
Sue Summers  
Gary Taylor

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  
Stratford on Avon District Council  
Coventry City Council  
City of Wolverhampton Council  
West Midlands Development Capital  
Greater Birmingham & Solihull Local  
Enterprise Partnership

#### **In Attendance**

Sarah Middleton

Liam Davies  
Linda Davies  
Paula Deas

David Hope  
Martin Clayton  
Lisa Chaney  
Nigel Hudson  
Gareth Bradford  
Carl Craney  
Linda Horne  
Ian Martin  
Carl Pearson  
Danny Wood  
Nick Oakley

Black Country Local Enterprise  
Partnership  
City of Wolverhampton Council  
City of Wolverhampton Council  
Coventry and Warwickshire Local  
Enterprise Partnership  
Coventry City Council  
Solihull Metropolitan Borough Council  
Urban Growth Company  
Urban Growth Company  
West Midlands Combined Authority  
West Midlands Development Capital

**Item Title**

**No.  
182.**

**Chair's Opening Remarks**

The Chair announced that this would be the last meeting of the Board to be serviced by Carl Craney, Governance Services Officer, before his forthcoming retirement. On behalf of the Board, he thanked Carl Craney for the support and advice he had provided since the inception of the Board and wished him well for the future. Carl Craney responded appropriately.

The Chair advised that this was the last meeting of the Board during the current Municipal Year and offered his thanks to the Members and Officers for their work over the year which had been acknowledged in the SQW report and which had led to the creation of jobs, the remediation of land and the construction of houses etc. across the region. Councillor Mike Bird, on behalf of the Board, thanked the Chair for the able and courteous manner in which he had conducted the proceedings of the Board over the current Municipal Year. The Chair responded appropriately.

**183. Apologies for Absence (if any)**

Apologies for absence had been received from Councillor Tony Jefferson (Non-Constituent Authorities) and Councillor Wasim Ali (Sandwell Metropolitan Borough Council).

Apologies for absence had also been received from Richard Lawrence (City of Wolverhampton Council), Richard Moon (Coventry City Council), Matthew Hammond and Roger Mendonca (West Midlands Growth Company) and Julia Goldsworthy (West Midlands Combined Authority).

**184. Notification of Substitutes (if any)**

Councillor Matt Jennings had been nominated as a Substitute Member for Councillor Tony Jefferson.

**185. Declarations of Interests (if any)**

The following Members declared non-pecuniary interests in Agenda Item No. 11 (Automated People Mover (APM) Realignment):

The Chair, Cllr Bob Sleigh – Director of Urban Growth Company;

Cllr Mike Bird – Director of Birmingham Airport;

Cllr Tristan Chatfield – Director of Birmingham Airport;

Cllr Karen Grinsell – Member of Solihull Metropolitan Borough Council.

Councillor Stephen Simkins declared non-pecuniary interests in matters relating to Pipe Hall, Bilston which were referred to in the Brownfield Land and Property Development Fund Dashboards as the Local Ward Member and Cabinet Member for City Economy as appropriate.

**186. Minutes of last meeting**

Resolved:

That the minutes of the meeting held on 22 March 2021 be confirmed as a correct record and signed by the Chair.

## **187. 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 £834.9 million (as at 31 March 2021), compared to £795.3 million as at 28 February 2021) with funding drawn down / incurred against these projects as at 28 February 2021 totalling £276.6 million. He advised that since the last meeting the following submissions had been approved:

- Coventry Electric Bus City – Full Business Case; and
- WM2041 Five Year Plan.

He advised that the Ministerial decision on the Devolution Deal Gateway Review was expected imminently.

He reminded the Board that at the meeting of the WMCA Board held on 19 March 2021 it had been agreed to extend the affordable limit by £70 million to £871 million. With commitments agreed by WMCA Board this left £15.5m to be allocated from the Investment Programme. The WMCA Board agreed that the allocation should be for Regional Recovery Priorities and that proposals would be reviewed by this Board as part of the WMCA Assurance Framework. Ian Martin reminded the Board of the previous discussion where it was suggested that whether a proposal was a Regional Recovery Priority would be subject to the opinion of the Recovery Forum.

Councillor Jim O'Boyle queried the projects to which the £5 million allocated for WM2041 Five Year Plan would be used for. Linda Horne explained that a report on this matter had been considered and approved by the WMCA Board at its meeting held on 19 March 2021 and suggested that a copy of the report be circulated to this Board for information. Ian Martin added the Business Case for all projects would be subject to compliance with the Assurance Framework process.

Ian Martin referred to projects which were funded from the Investment Programme beyond the current affordable limit of £871 million and which were amber rated. He explained that the funding which underpinned the Investment Programme was expected to support the borrowing taken out for the delivery of the programmes.

He drew to the attention of the Board eight schemes which had a RED status for completion dates and that the Strategic Hub was working with Sponsors to bring forward requests to extend dates to the relevant approval body. None of the schemes concerned were understood to have a need for additional financial commitments.

Resolved:

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

3. That the WMCA Board approval of an extension to the WMCA affordable limit at the meeting on 19 March 2021 be noted; and
4. That the Investment Programme funding status be noted.

**188. WMCA Collective Investment Fund (CIF) - Dashboard**

Nick Oakley presented the Collective Investment Fund (CIF) Dashboard (public iteration) as at 1 April 2021.

Resolved:

That the Dashboard be received and noted.

**189. WMCA Brownfield Land and Property Investment Fund (BLPDF) - Dashboard**

Nick Oakley presented the Brownfield Land and Property (BLPDF) Dashboard (public iteration) as at 1 April 2021.

Resolved:

That the Dashboard be received and noted.

**190. WMCA Revolving Investment Fund (RIF) - Dashboard**

Nick Oakley presented the Revolving Investment Fund (RIF) Dashboard (public iteration) as at 1 April 2021.

Resolved:

That the Dashboard be received and noted.

**191. 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).

**192. Automated People Mover (APM) Realignment**

Nigel Hudson presented a report which explained the reason for the submission of the Change Request i.e. following the approval by the Investment Board in August 2020 negotiations had been taking place between the Urban Growth Company/ Solihull Metropolitan Borough Council and the WMCA over the funding agreement with the WMCA requesting that the benefit cost ratio (BCR) be used as a material clawback event, which was a position not acceptable to Solihull MBC as the Accountable Body, given the difficulties in measuring economic outcomes of this specific infrastructure scheme. Following an exchange of letters, it had been agreed that Solihull MBC would present a paper to the Investment Board in the form of a 'change control', confirming the suitable and measurable outputs and outcomes that it could contract on.

The report recommended that the proposed clawback position based on achieving a certain Benefit Cost Ratio (BCR) discussed following the original Investment Board decision be not taken forward while recognising the outputs that Solihull Metropolitan Borough Council was able to contract on as detailed in the report and supporting documentation. Martin Clayton added that under the previous suggested agreement, Solihull Metropolitan Borough Council was not in a position to control delivery of the BCR as the realisation of benefits were outside of its control. This point was confirmed by Ian Martin who referred to the office block/hotel site and railway station. Neither of which was currently funded and the sites and buildings were owned by others. The Chair commented on the Output Report from the Investment Panel which confirmed that there were no fundamental changes to the Business Case for the scheme.

Linda Horne explained that the original approval had been subject to conditions which neither side were in a position to agree on the delivery of the benefits and that it was for this Board to determine whether it still wished to support the investment in the knowledge that the timing and realisation of the benefits was not guaranteed

Councillor Stephen Simkins accepted the case now put forward but suggested that there was a need for a fair and equitable distribution of investments across the WMCA area together with a need to demonstrate value for money and for an audit trail to be established. In response to a question from Gary Taylor, Nigel Hudson advised that the land for the proposed office block/hotel was in the ownership of Network Rail and that Birmingham City Council owned the adjacent surface car park, with the rail station being in the ownership of Network Rail. Both organisations had plans to bring forward schemes but dates were not currently available. Councillor Karen Grinsell commented that it was not a unique position when all components of a scheme could not be controlled. The proposed realignment would assist in future proofing the scheme.

Nick Abell supported the comments made by Councillor Stephen Simkins and recognised the need for the economic outputs to provide value for money when competing against other schemes for investment funding. He commented on the need to assess what economic outputs would be achieved. Ian Martin advised that economic outputs could not be stated due to the lack of control of associated elements. Councillor Stephen Simkins suggested that the WMCA Mayor and the Leaders should be requested to set out a detailed strategy on what the Investment Programme was trying to achieve with sufficient flexibility to accommodate unprecedented events such as the Covid-19 pandemic.

Councillor Tristan Chatfield advised that he supported the proposal but asked whether it would still be compliant with Green Book requirements. Nigel Hudson advised that he believed it was as it was a strategic scheme.

Resolved:

That negotiations be finalised based on scheme outputs outlined by Solihull Metropolitan Borough Council and that the BCR be not used as a material clawback consideration. This approach followed industry best practice and established guidance due to the inherent uncertainties contained within benefit forecasting methodologies and the additional cost that would be incurred in measuring benefits of the scheme. Funding of £5.75 million for the proposed Automated People Mover (APM) realignment be agreed, recognising the strategic case for the project driven by the HS2 programme and the opportunity cost benefit to the international station redevelopment in addition to the economic potential of adjoining land and wider growth plans for the UK Central (UKC) Hub area.

**193. WMCA Collective Investment Fund (CIF) - Dashboard**

Nick Oakley presented the Collective Investment Fund (CIF) Dashboard (private iteration) as at 1 April 2021 and updated the Board on the current position with all undrawn committed schemes. He also advised that the Grand Union loan facility (£340,000) had fallen away as the applicant was unable to offer first charge security over the property which was a condition of WMCA funding.

Resolved:

That the Dashboard be received and noted.

**194. WMCA Brownfield Land and Property Investment Fund (BLPDF) - Dashboard**

Nick Oakley presented the Brownfield Land and Property Development Fund (BLPDF) Dashboard (private iteration) as at 1 April 2021 and updated the Board on the current position with several schemes. In particular, he advised the Board that:

~ St Modwen's Park Square 61,354 office project (£780,000 grant). St Modwen had requested an extension to the start on site date due to the challenging office market as a result of the Covid-19 pandemic. WMCA had agreed to a 12-month extension of start on site, with revised date being 31/3/2022. This amendment was in course of being documented.

~ Grand Union – as the above transaction had fallen away and therefore contingent obligation would be removed from Dashboard.

Resolved:

That the Dashboard be received and noted.

**195. WMCA Revolving Investment Fund (RIF) - Dashboard**

Nick Oakley presented the Revolving Investment Fund (RIF) Dashboard (private iteration) as at 1 April 2021 and updated the Board on the current position with several schemes.

Resolved:

That the Dashboard be received and noted.

**196. Land and Property Investment Fund (LPIF)**

Sarah Middleton presented the Land and Property Investment Fund (LPIF) Dashboard as at 1 April 2021. Ian Martin thanked Sarah Middleton for the revisions made to the format of the Dashboard which now included a 'snapshot in time' view.

Resolved:

That the Dashboard be received and noted.

The meeting ended at 10.40 am.

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## Audit, Risk & Assurance Committee

Monday 19 April 2021 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
Councillor Michael Gough	Solihull Metropolitan Borough Council
Councillor Christine Martin	Staffordshire Non-Constituent Authorities
Councillor June Tandy	Nuneaton & Bedworth Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor David Thain	Worcestershire Non-Constituent Local Authorities
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council

#### In Attendance

Fiona Bebbington	West Midlands Combined Authority
Louise Cowen	West Midlands Combined Authority
Julia Goldsworthy	West Midlands Combined Authority
Victoria Harman	West Midlands Combined Authority
Helen Lillington	Grant Thornton
Tim Martin	West Midlands Combined Authority
Lorraine Quibell	West Midlands Combined Authority
Grant Patterson	Grant Thornton
Joti Sharma	West Midlands Combined Authority
Rachel Teoh	West Midlands Combined Authority

#### Item Title No.

##### 71. Apologies for Absence

Apologies for absence were received from Sean Farnell (Coventry & Warwickshire LEP) and Councillor Ahmad Bostan (Sandwell Metropolitan Borough Council).

##### 72. Minutes - 4 March 2021

The minutes of the meeting held on the 4 March 2021 were approved, subject to a correction of a minor typographical error with minute no. 64.

**73. Chair's Remarks**

The chair noted that both Deborah Cadman, Chief Executive and Tim Martin Monitoring Officer and Head of Governance would shortly be leaving the organisation and wished them both well in their new ventures. He also noted a potential change in legislation whereby remote meetings would no longer be able to take place. The Monitoring Officer and Head of Governance informed the committee that the organisation continued to work on contingency plans for consideration of future arrangements of meetings having to take place in person and would continue to update the chair of this matter.

**74. Forward Plan**

The committee considered the plan of items to be reported to future meetings. It was noted that the Risk Management Framework would be brought to the next meeting for consideration and approval. The chair also noted that following the departure of the Chief Executive the interim Chief Executive would be invited to a future committee to introduce themselves and proposed this for September 2021.

Resolved:

- (1) The forward plan of items to be reported to future meetings be noted.

**75. Internal Audit Annual Report 2020 - 2021**

The committee received a report providing them with an annual internal audit opinion on the adequacy and effectiveness of the Combined Authority's governance, risk management and internal control processes. The report also summarised the work completed by Internal Audit during 2020-2021 and noted that based on the work undertaken during the year that the authority had been provided with reasonable assurance on its adequate and effective governance, risk management and internal control processes. The Internal Audit Liaison Officer assured the committee that new processes had been put into place to ensure that follow up audits were completed in line with the timetable provided.

The chair requested that the Digital Retraining Fund Internal Audit be reported back at the next committee due to its number of amber recommendations.

Resolved:

- (1) The contents of the Internal Audit Annual Report 2020-2021 be noted.

**76. Draft Annual Governance Statement**

The committee received a report on the Annual Governance Statement which explained the processes and procedures in place to enable the Combined Authority to carry out its functions effectively as defined by CIPFA. It was noted that the close down of the financial year had not yet been completed and therefore a possibility that an unknown issue may arise and require comment of inclusion prior to final approval.

Resolved:

- (1) The draft Annual Governance Statement be approved.

**77. External Audit Plan**

The committee received a report from the External Auditors providing them with an overview of the planned scope and timing of statutory audits of the Combined Authority for those charged with Governance. The scope of the audit is set in accordance with the Code and International Standards on Auditing.

The External Auditor drew the committee's attention to the increase fee proposals and highlighted that this was due to new auditing standards and was subject to further discussions with the Finance Director.

Resolved:

- (1) The External Audit Plan for the year ending 31 March 2021 presented by Grant Thornton be noted.
- (2) The proposed fee increase for the year ending 31 March 2021 be noted.

**78. Investigations and Whistleblowing Update**

The Head of Governance and Monitoring Officer informed the committee that there were no new notification for the committee to be made aware of in relation to investigations and whistleblowing.

**79. Date of Next Meeting**

Monday 28 June 2021 at 10.00am.

The meeting ended at 10.35 am.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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