



Transport Scrutiny Sub-Committee

Date: Wednesday 28 July 2021

Time: 10.00 am **Public meeting** Yes

Venue: This meeting will be held virtually via Microsoft Teams.
Click [here](#) to view the meeting.

Membership

Councillor Liz Clements	Birmingham City Council
Councillor Ken Hawkins	Solihull Metropolitan Borough Council
Councillor Gurdev Hayre	Coventry City Council
Councillor Adam Hicken	Walsall Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Thabiso Mabena	Sandwell Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council

Quorum for this meeting shall be five members.

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

Contact Lyndsey Roberts, Scrutiny Officer
Telephone 07917 473824
Email lyndsey.roberts@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Appointment of Vice-Chair To appoint a Vice-Chair of the sub-committee for 2021/22.	Chair	Verbal Report
4.	Chair's Remarks	Chair	Verbal Report
5.	Minutes - 22 February 2021	Chair	1 - 6
6.	Schedule of Meetings 2021/22 <ul style="list-style-type: none"> • 13 September 2021 • 22 October 2021 (Transport policy Q&A) • 24 November 2021 • 17 January 2022 • 23 February 2022 (Transport delivery Q&A) • 23 March 2022 	Chair	Verbal Report
7.	West Midlands Local Transport Plan: Green Paper Engagement	David Harris	7 - 58
8.	Potential Sub-Committee Work Programme (a) Transport Scrutiny Sub-Committee Work Programme (b) WMCA Board Forward Plan	Chair	59 - 66
Date of Next Meeting			
9.	Monday 13 September 2021 at 10.00am	Chair	None



**West Midlands
Combined Authority**

Transport Scrutiny Sub-Committee

Monday 22 February 2021 at 10.30 am

Minutes

Present

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Philip Bateman MBE	City of Wolverhampton Council
Councillor Liz Clements	Birmingham City Council
Councillor Ken Hawkins	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor Jackie Taylor	Sandwell Metropolitan Borough Council

In Attendance

Transport for West Midlands

Item No.

23. Inquorate Meeting

The meeting was inquorate and therefore decisions taken at the meeting would be submitted to the Overview & Scrutiny Committee on 8 March 2021 for formal approval.

24. Declarations of Interest

Councillor Philip Bateman declared non-prejudicial interests in respect of his involvement in the Canal & River Trust and the receipt of a pension from West Midlands Travel, Councillor Jackie Taylor declared a non-prejudicial interest in respect of her involvement in the board of Midland Connect, and Kashmire Hawker declared a non-prejudicial interest in respect of his involvement in the organising committee for Birmingham 2022.

25. Minutes - 30 November 2020

The minutes of the meeting held on the 19 October 2020 were agreed as a correct record.

26. Q&A with Chair of Transport Delivery Committee

The Chair welcomed Councillor Kath Hartley, Chair of Transport Delivery Committee, members of the sub-committee and Kashmire Hawker from the Young Combined Authority to the question time.

Councillor Kath Hartley updated the sub-committee on Transport Delivery Committee's roles and responsibilities, the changes to the committee since its establishment in 2012, and the outstanding need to review its terms of reference and to provide a role profile to its members.

Councillor Jackie Taylor questioned Councillor Kath Hartley on both her and the committee members' relationship with elected members within Constituent Authorities, the Mayor and the engagement with district cabinet members for transport. Councillor Kath Hartley noted that Transport Delivery Committee members had previously highlighted gaps in communication with colleagues from Constituent Authorities and highlighted the need for these relationships to be strengthened. She also considered that the relationship between Transport Delivery Committee members and cabinet members for transport should be included within the proposed role profiles.

Kashmire Hawker questioned Councillor Kath Hartley on how the Transport Delivery Committee engaged with other WMCA policies, such as WM2041 and the carbon reduction targets it contained. He also asked to what level of engagement she had with the Mayor and the Portfolio Lead for Transport. Councillor Kath Hartley felt that the co-ordination between the WMCA's boards could be improved upon, and hoped that the work undertaken on the governance review would help achieve this. With regard to her relationship with the Portfolio Lead for Transport, she conceded that this largely operated at an informal level and there was little direct engagement with the Mayor on transport matters.

Councillor Liz Clements thanked Councillor Kath Hartley for the commitment she demonstrated to the role of Chair of Transport Delivery Committee and for ensuring views of both local members and residents were heard in key transport decisions. However, Councillor Liz Clements queried the work undertaken by the Lead Member Reference Groups and how the findings and recommendations of these groups could be given greater visibility. Councillor Kath Hartley reported that the member reference groups were implemented in 2017 and felt that a change to the terms of reference could reflect better engagement from those reference groups.

Councillor Philip Bateman sought to understand better the frustrations she experienced as Chair. Councillor Kath Hartley indicated the need for the committee to have a clearly understood terms of reference, as well as defined role descriptions for the Chair, Vice-Chair and members of the committee. She considered that the committee had much to offer as being the 'voice of passengers' in as part of the WMCA's decision making processes.

Councillor Jackie Taylor questioned how the committee ensured equality issues were at the core of its decisions. Councillor Kath Hartley informed the sub-committee that an equality impact assessment was always completed and felt that equality was a thread that ran throughout the work of the Transport Delivery Committee, although noted that she hoped there would be a better gender balance amongst the committee's membership in future years. Councillor Jackie Taylor also enquired about 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 Director of Integrated Transport Services reported that work had begun to look into this important issue, also noting that a review of the bus network would be undertaken post COVID-19 and how the pandemic had impacted the network.

The Chair questioned the performance management role the committee undertook in respect of Transport for West Midlands and how its workplan for the year was set. Councillor Kath Hartley explained the work planning process the committee undertook, including a metro operations report focusing on passengers at every other meeting.

Recommended to the Overview & Scrutiny Committee that:

- (1) The terms of reference of the Transport Delivery Committee be reviewed and updated to reflect the changed role of the committee since the establishment of the WMCA and clearly setting out the specific role and responsibilities the WMCA Board wished the committee to undertake, to include a responsibility for a performance monitoring role of Transport for West Midlands.
- (2) Transport Delivery Committee member role profiles be developed as a priority to give clarity as to what was expected of those councillors appointed to the committee.
- (3) The committee's annual work planning process be reviewed to more closely align the responsibilities of the committee with the transport-related deliverables contained within the WMCA's Annual Plan and other strategic policies.
- (4) The role and purpose of the committee's Lead Member Reference Groups be reviewed to improve their accountability and transparency, including to ensure that all members of the committee were fully involved in formal decision making and the discussions and decisions made at these meetings being reported publicly to the Transport Delivery Committee.
- (5) The relationship between the Chair of the committee, the Mayor and the Portfolio Lead for Transport be strengthened and formalised so as to ensure proper engagement and collaboration between transport policy and delivery.

27. Commonwealth Games - Transport Plan

The committee received a presentation from the Director of Network Resilience on the Commonwealth Games Transport Plan. Information shared with the sub-committee related to Transport for West Midlands' role in the Commonwealth Games transport planning and the commitments made by both the WMCA and Transport for West Midlands in terms of transport provisions for the games.

Following Councillor Jackie Taylor's query on ensuring that there were appropriate transport facilities in place, the Director of Network Resilience confirmed that work was being undertaken to ensure that there was a games route network in place to deliver individuals to all spectator locations. Councillor Philip Bateman queried the planning of security arrangements of the transport network for the Commonwealth Games. The Director of Network Resilience informed the sub-committee that responsibility sat with the Chief Constable of West Midlands Police, but confirmed that additional resources would be made available during the course of the games and dedicated funding had been identified for this.

Following Kashmire Hawker's questions on maintaining traffic flows ahead of, during and after the games, the Director of Network Resilience reported that following the establishment of the Regional Transport Co-ordination Centre this would be used to provide a multi-modal, multi-agency oversight of the performance on the transport network and that work had also been undertaken to improve CCTV coverage across the network. The Commonwealth Games Technical Director indicated that as part of the preparatory work to ensure the integrity of the transport network, data regarding traffic patterns and locations from where spectators were travelling from would be gathered.

Councillor Liz Clements queried as to what contingency planning had been discussed in relation to any delays to planning and/or the delay of games themselves, as well as the consideration of social distancing arising from COVID-19 travel restrictions. The Director of Network Resilience commented that transport planning was continuing on the basis of the games running to full capacity, whilst working closely with partner agencies and the Government in respect of any COVID-19 restrictions that might be in force at the time.

The Chair noted Dudley's comparative lack of transport connectivity and queried as to how Transport for West Midlands was working with local tourist attractions and hospitality to ensure the maximum knock-on commercial impact for the region. The Director of Network Resilience reported that the Organising Committee continued to work closely with local authorities to ensure the region's key tourist attractions were showcased and that a trade and tourism programme was being established to help promote these attractions.

Recommended to the Overview & Scrutiny Committee that:

- (1) The importance of capitalising on the whole-region offer of the Commonwealth Games be supported, 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 who were not hosting sporting events to be able to capitalise on the economic benefits hosting the Commonwealth Games provided.

- (2) The sub-committee seek to further understand the transport-related benefits communities across the region would derive from the hosting of the Commonwealth Games at a future meeting, particularly how the legacy effects of the intention for the games to be environmentally sustainable could be used to support the region's wide carbon reduction strategies in subsequent years.
- (3) The firm commitment that the Commonwealth Games would commence as planned in July 2022 be 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) be supported.
- (4) The sub-committee to be provided with a copy of the Commonwealth Games Legacy Plan when it was published in March.

28. Forward Plan

The sub-committee noted its workplan of items of potential business for consideration at future meetings, along with items being considered at future meetings of the WMCA Board.

The meeting ended at 12.30 pm.

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Reimagining transport in the West Midlands

a conversation
about change

Transport Scrutiny Sub- Committee

David Harris

Transport Strategy and Place
Manager

david.harris@tfwm.org.uk



How we got here

WMCA and TfWM's Role

TfWM delivers transport for WMCA

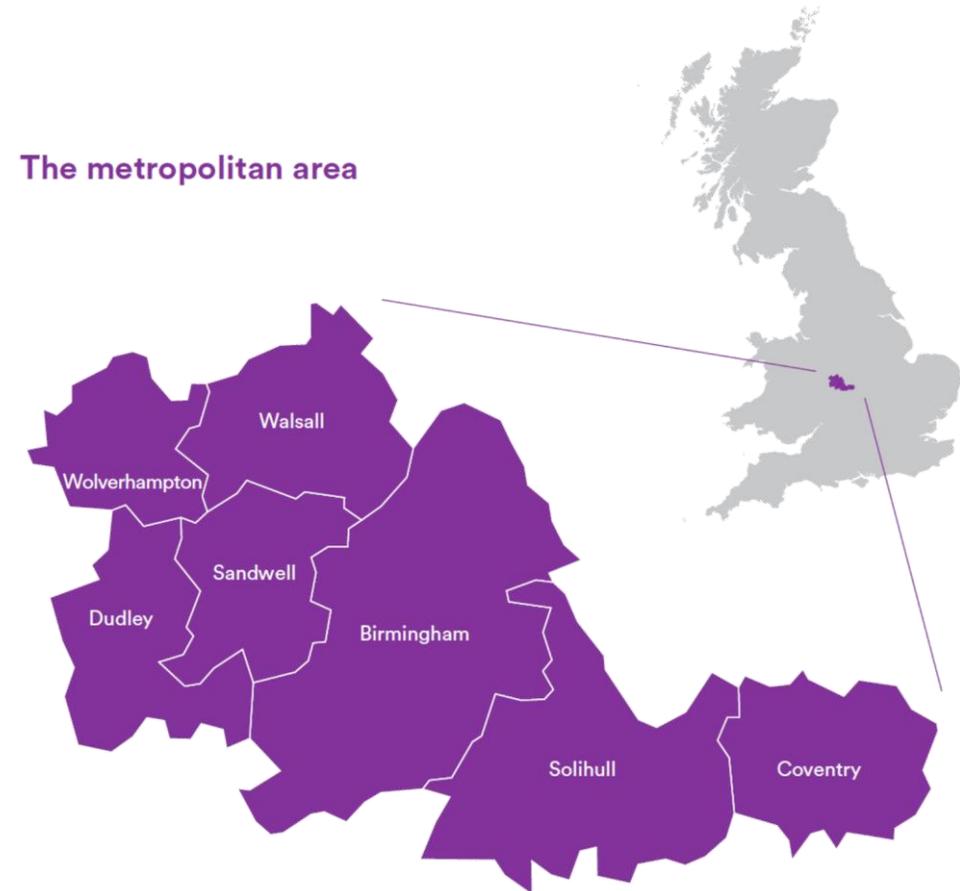
WMCA must produce an LTP

LTP must cover the seven metropolitan districts/boroughs

Balancing competing transport needs/opportunities with (often harmful) impacts of transport

Our Green Paper sets out key challenges to resolve and explores scope of options to do this.

We are engaging across the region to understand how people and organisations want to change transport.



New policy agendas

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**Recharge the
West Midlands
pandemic
recovery**

**Inclusive
Growth Framework**
sustainable and equitable
advancement

WM2041
climate
emergency

**Local Industrial
Strategy**
sectoral
development

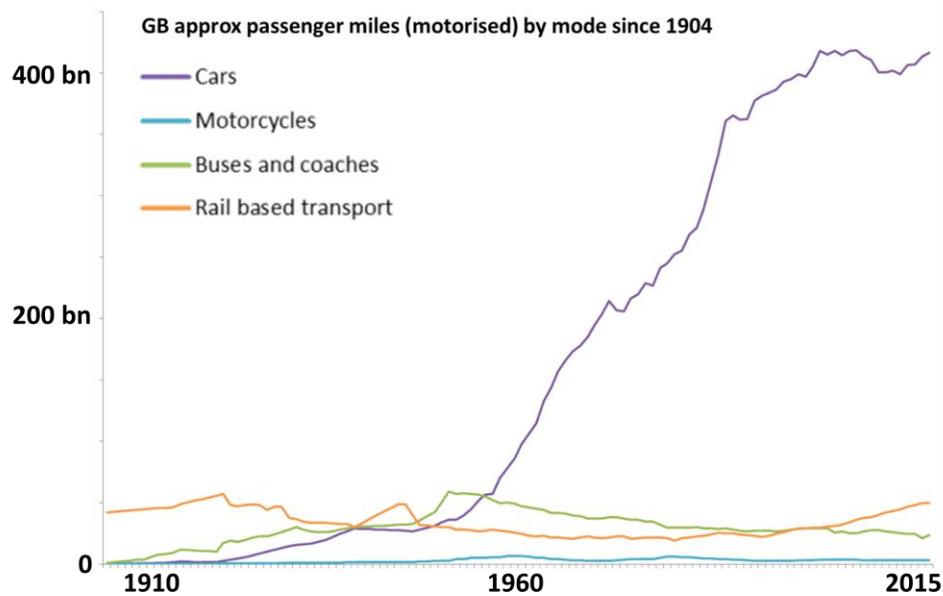
The current LTP is
“Movement for Growth”

Since it was adopted (2016)
there have been significant
changes to policy context

This is why we are producing
a new LTP

Transport changed

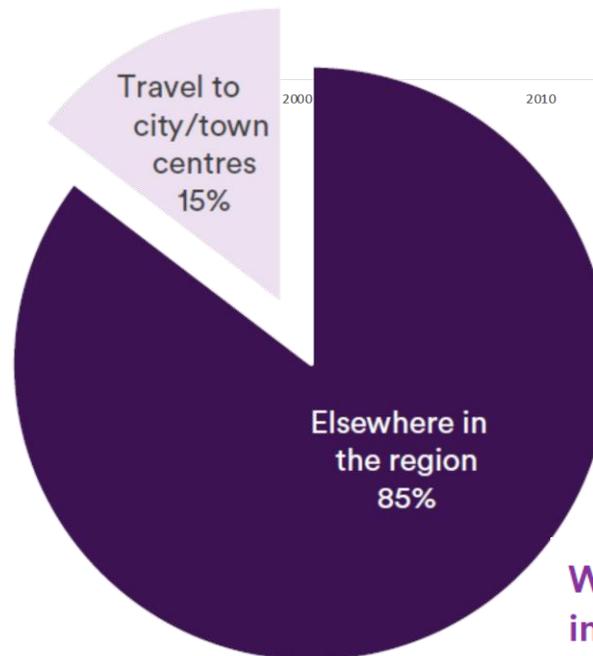
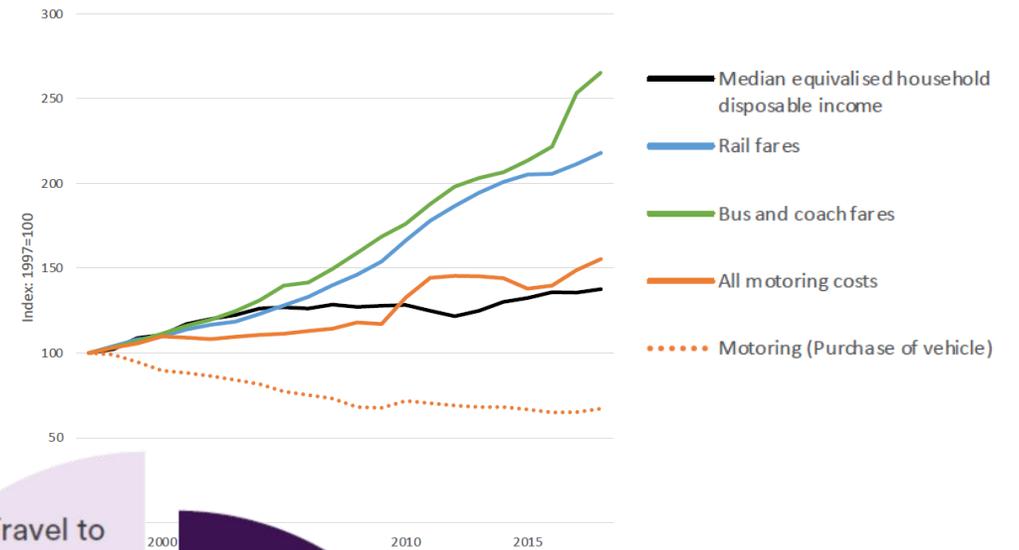
Our growing travel demand



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Changes in the costs of transport (UK) and car ownership (West Midlands)



Where car trips are going
in peak travel hours

Our lives and places changed



1968 Morris Mini-Cooper S Mk II

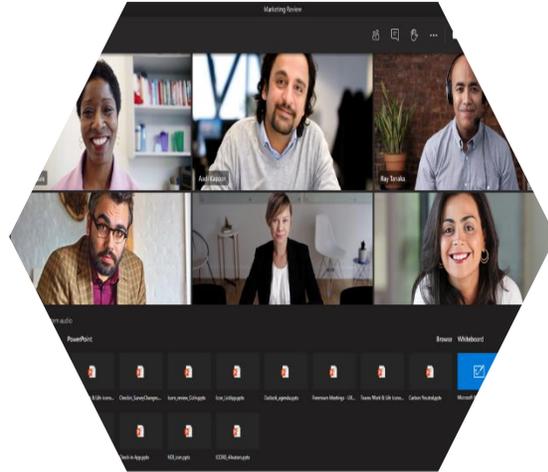
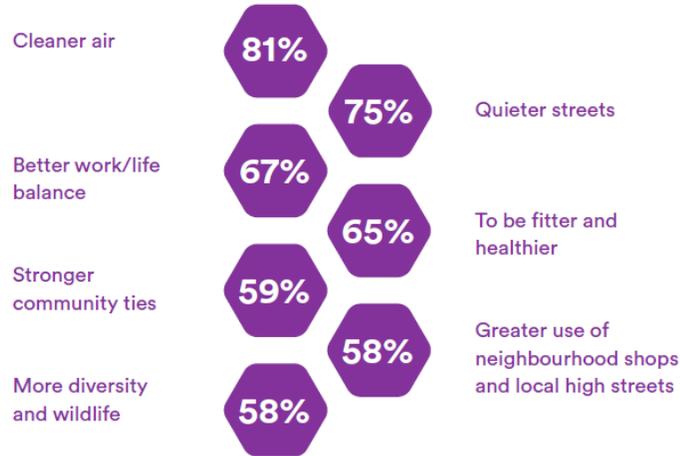
2018 Mini Cooper Classic

Weight (kg)	670	1200
Length (m)	3.1	4.0
Width (m)	1.4	1.9
Height (m)	1.3	1.4

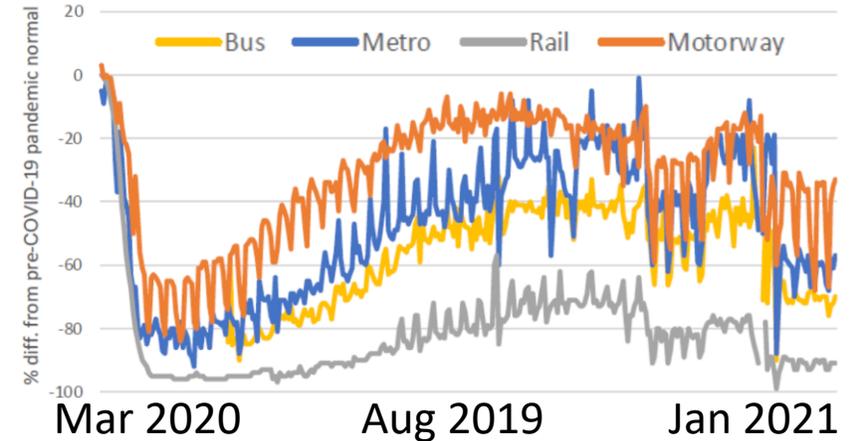


The impact of the pandemic

When asked in May 2020 what they wanted to see change as a result of the crisis, people said...

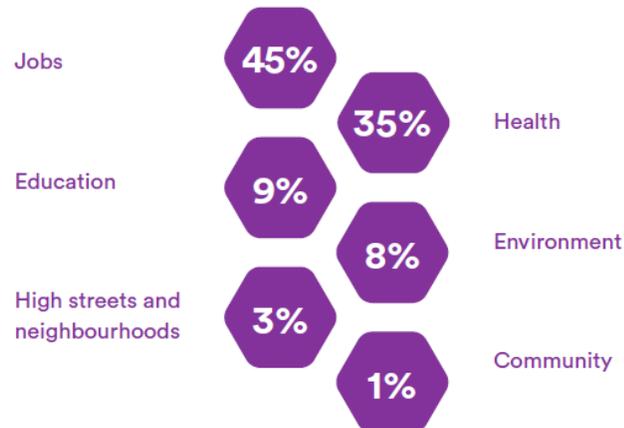


Travel demand response to lockdown



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...but when asked in Summer 2020 to name their top priority for the region's recovery after the pandemic, people said...



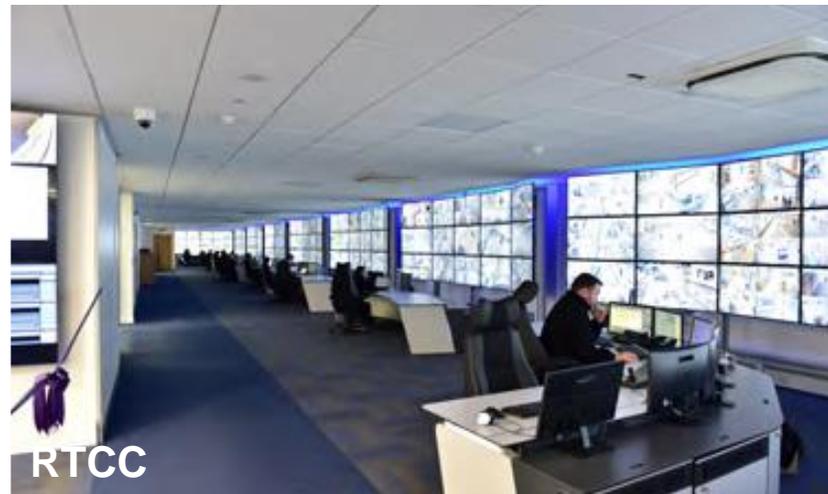
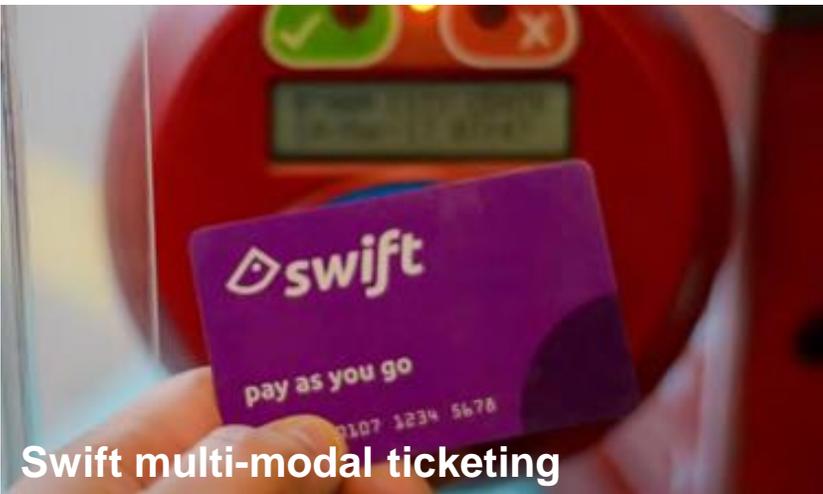
The future is uncertain, but what is certain is that it will be different...

If we want to “build back better” we could decide what that looks like and make it happen.

Has the pandemic taught us how adaptable we are?

How we've been investing

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Motives for change

Inclusive growth and transport

Inclusive Growth - where social needs, economic ambition and our responsibilities to the environment are in balance.

Our **5 Motives for Change** highlight where transport falls short of what's needed for inclusive growth.

Our collective challenge will be finding a new direction that best delivers the level of change people want across all our Motives for Change.



Sustaining economic success

Transport and the economy are intrinsically linked.

How can we change transport so it can **sustain** economic growth? Squeezing more of the same vehicles on the road isn't sustainable.

Maintaining the status quo risks economic drains: congestion, poor health, higher infrastructure costs, poor quality of place. Unattractive, inefficient, and unproductive.

We aren't leveraging greatest economic potential from current infrastructure, nor from an increasingly marginalised non-car-driving workforce.

Our **sector strengths** in mobility products and services will provide **opportunities** to find better ways of travelling

BUT the need to find products and services will pose **challenges** for the mobility industry too



More capacity

Leverage more out of current capacity

Extend the reach of the most mobile

Level-up the mobility of the least

Discount harmful impacts; let the costs fall on others

Reduce harmful traffic impacts (and their economic burden)

Creating a fairer society

Those without access to a car have fundamentally less access than those who can access a car.

There are inequities between and within households in who has access to a car.

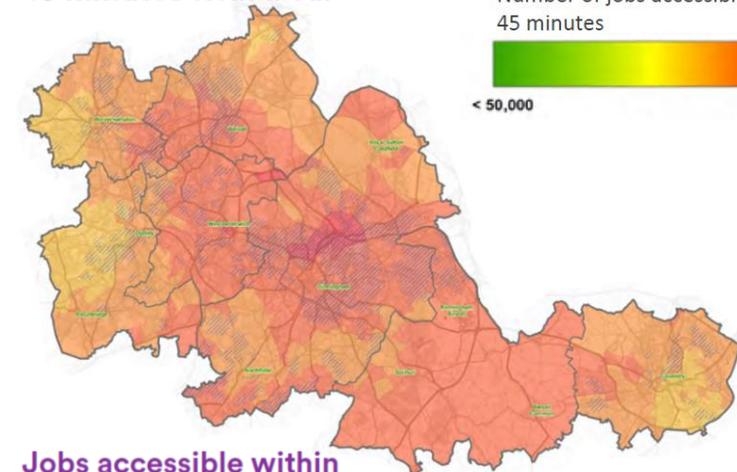
Those who are most mobile generate most harmful transport impacts.

Those who are more deprived (and likely less mobile) tend to be more exposed and vulnerable to the impacts.

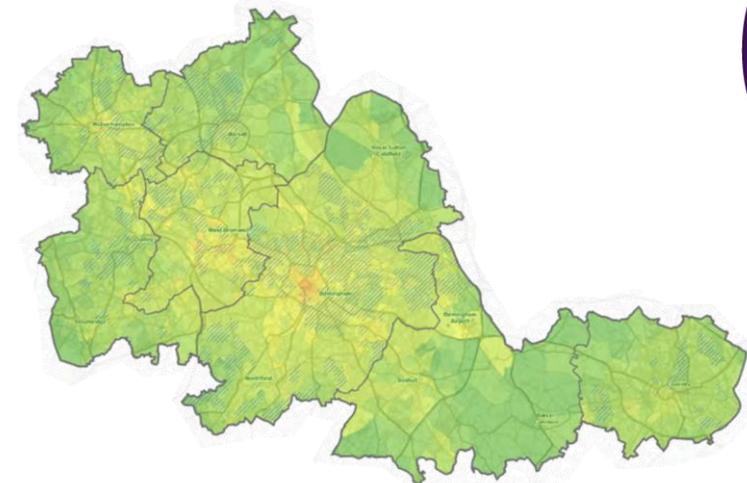
The gap in access cannot be bridged by improving public transport and walking/cycling.

But there are other options than these such as more affordable personal vehicles

Jobs accessible within
45 minutes with a car



Jobs accessible within
45 minutes without a car



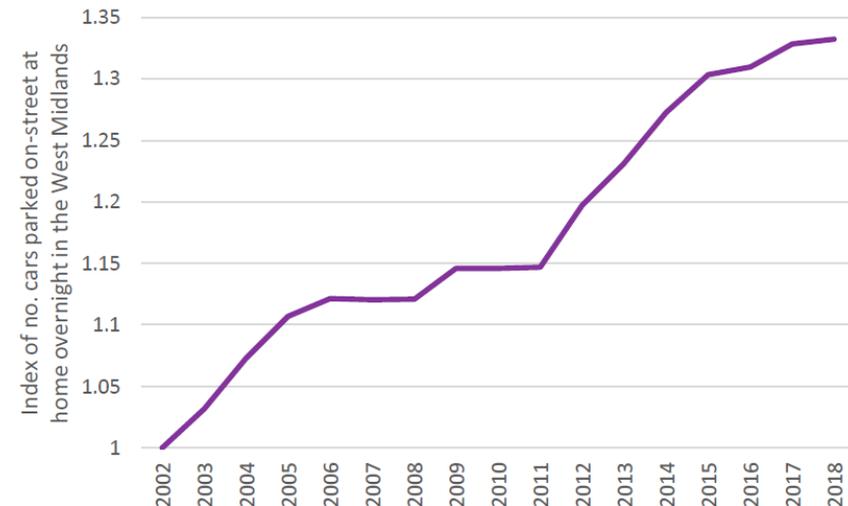
Supporting local communities and places

Traffic and parked vehicles can limit the opportunities to use streets for wider functions and harm “quality of place”.

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Streets are filling with parked cars

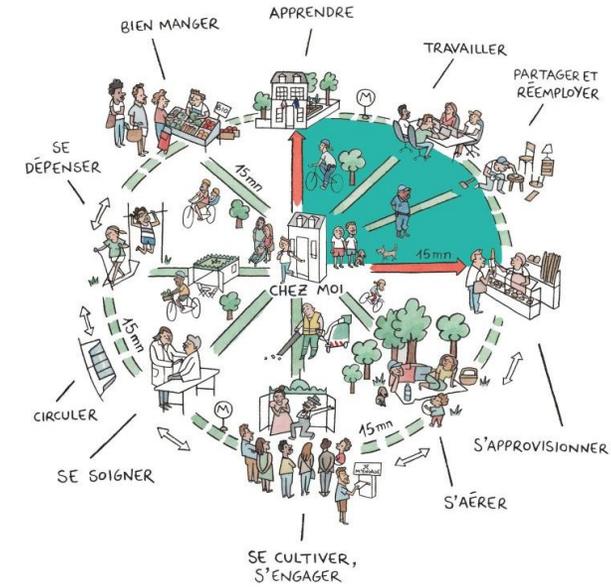


Supporting local communities and places

Customer mobility and digital connectivity affects local provision of services.

What is important for people to access in their neighbourhood or in their local high street?

Most people can access core services without a car, but lack variety of choice. People thrive with greater choices.



Becoming more active

We have better medicine and lives are less perilous now.

But changes to lifestyles, diet and the nature of work mean we're less physically active and more obese.

This is getting worse with each generation and it's setting our children up for serious issues in later life.

Tackling this will help people be happy and productive for more of their life.

We could help this by making the urban environment (inc. streets) safe and convenient for exercise and active travel.

The Government recommends

 **150 min**

per week of moderate intense physical activity for a health-related benefit

1/3 of adults in the West Midlands do less than

 **30 min**

per week of activity

Amount of time spent active on an average journey by mode



Car
Less than one minute



Public Transport
8 - 15 minutes



Walking
17 minutes



Cycling
22 minutes

Percentage of trips and distance travelled for short journeys by main modes

		Walk	Cycle	Car	Public transport
Trips	Less than 1 mile	80%	1.1%	18%	0.7%
	1 to 2 miles	31%	2.8%	60%	5.3%
Distance travelled	Less than 1 mile	76%	1.2%	21%	1.0%
	1 to 2 miles	31%	2.9%	59%	5.4%

Tackling the climate emergency

Carbon emissions are causing global warming and climate change.

If global warming exceeds a certain temperature (possible by 2030 without progress), natural carbon emissions will be released at an uncontrollable rate.

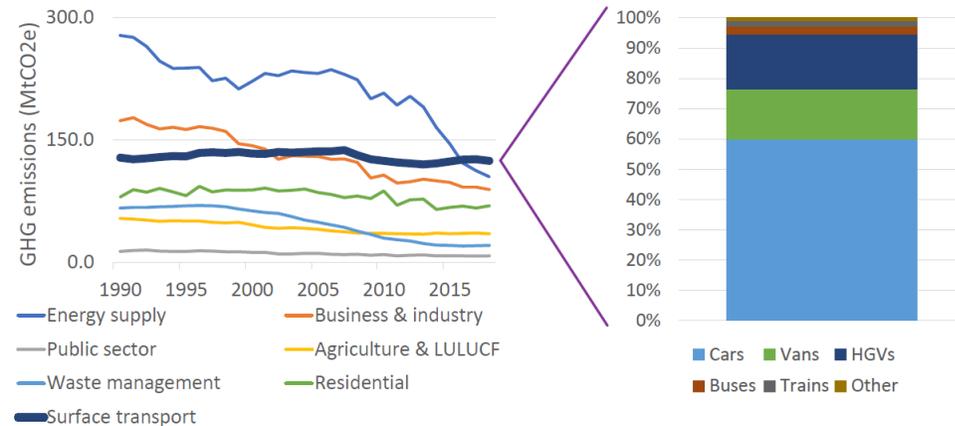
Catastrophic impacts in particular places, with considerable direct and indirect impacts on life here.

WMCA have acted on evidence that suggests more rapid carbon reduction is required by committing to decarbonise faster than Government commitments.

Transport is the UK's biggest source of carbon emissions, most is from surface transport, most is from cars.

Transport carbon emissions haven't reduced in 30 years because of increased demand to travel and fashions for larger vehicles.

UK sector carbon emissions and breakdown of surface transport



A shift to ULEVs is **critical but insufficient**. We will need to **reduce the energy we use for transport** through other changes to how we travel.

Reimagining Transport in the West Midlands

Transport can take many forms



Ho Chi Minh City, Vietnam



Copenhagen, Denmark



Tokyo, Japan



Curitiba, Brazil



Houston, USA



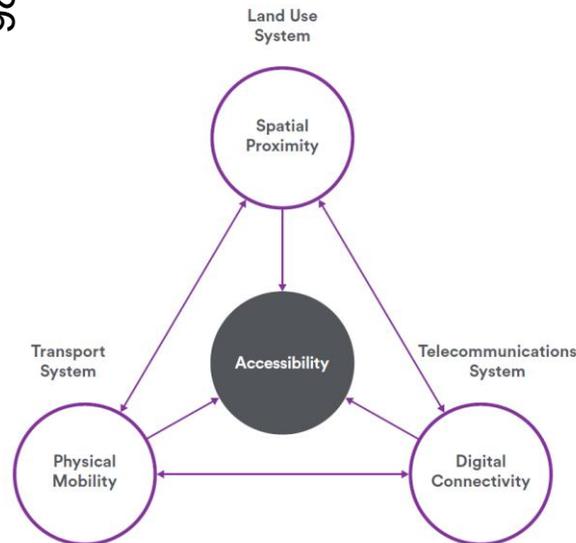
Kampala, Uganda

We have a wide scope of options

Building back better” means:

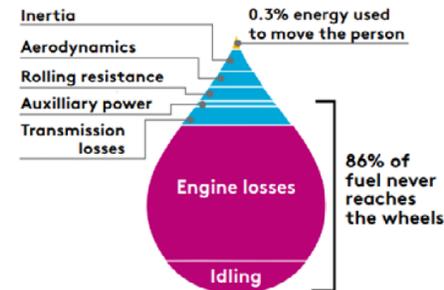
- Reduce harmful transport impacts on people, places and environment
- Provide access equitably and economically efficiently

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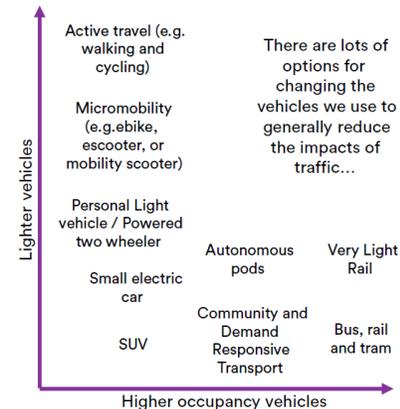


“Access is critical but is not only dependent on mobility.

Typical energy flow through a petrol/diesel car



We have many options for travelling



Mobility is important, and there are many better ways of being mobile.

All Motives are important, but the need to tackle the climate emergency is unique.

It has particular urgency; beyond 2030 we could lose the ability to prevent further climate change.

The urgency of the climate emergency could catalyse us to transform the transport system to address all Motives rather than a gradual approach.

The new LTP could have a much stronger focus on transforming the transport system within 10 years.

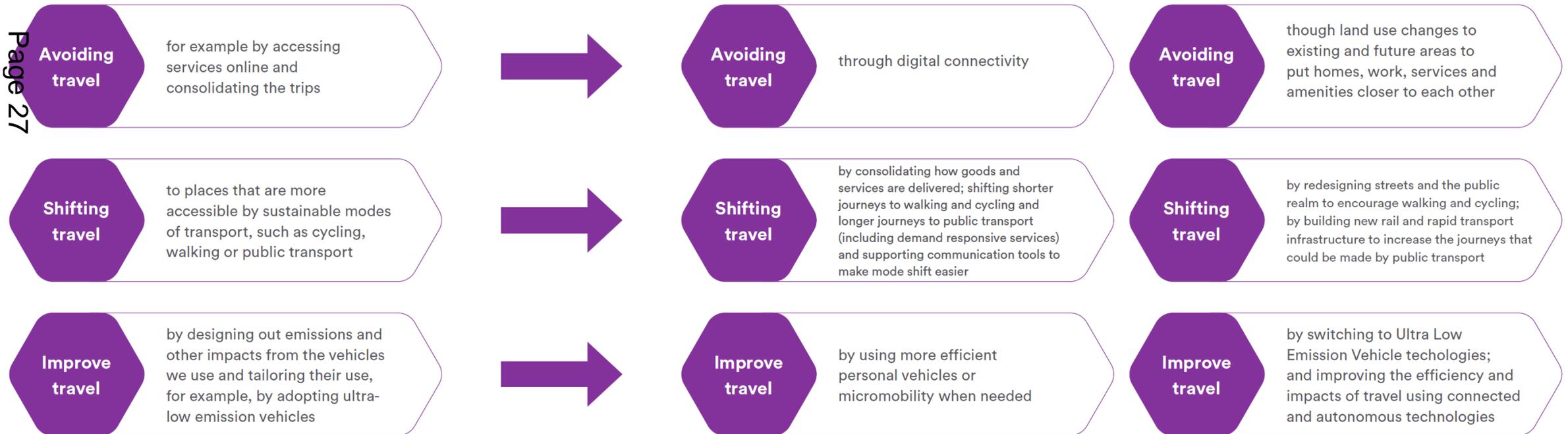
In that time-frame, the West Midlands will not be knocked down and built again; **we would need to focus on using existing technologies and infrastructure.**

Change over time

Avoid, Shift and Improve

“Avoid, shift, improve” provides a useful framework for considering the sorts of changes that we need to make.

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Avoid, shift, and improve

Avoid

Avoiding travel – for example by accessing services online and consolidating the trips we make;

Shift

Shifting travel – to places that are more accessible by sustainable modes of transport, such as cycling, walking or public transport and travelling by those modes; and

Improve

Improve travel – by designing out emissions and other impacts from the vehicles we use and tailoring their use, for example by adopting ULEVs.

What works in one place may not elsewhere

City and town centres



Local high street



Rural living



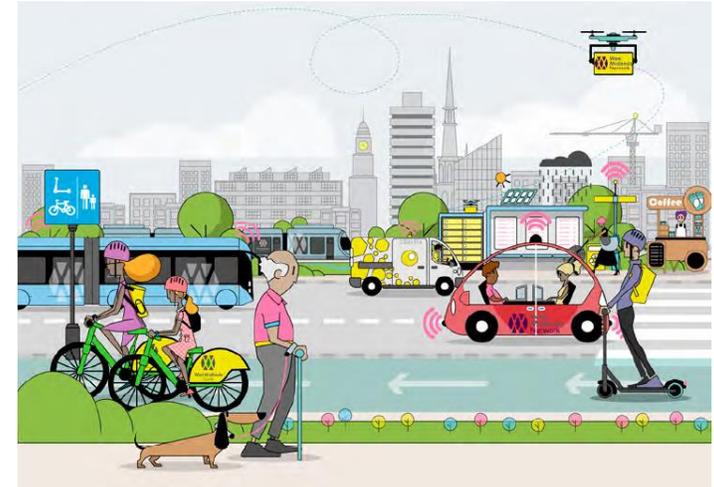
Older urban neighbourhood



Modern suburban neighbourhood



Main road



Making Change Happen

Our current focus is too narrow and even more of our current approach won't shift behaviors enough (and just isn't quick enough)

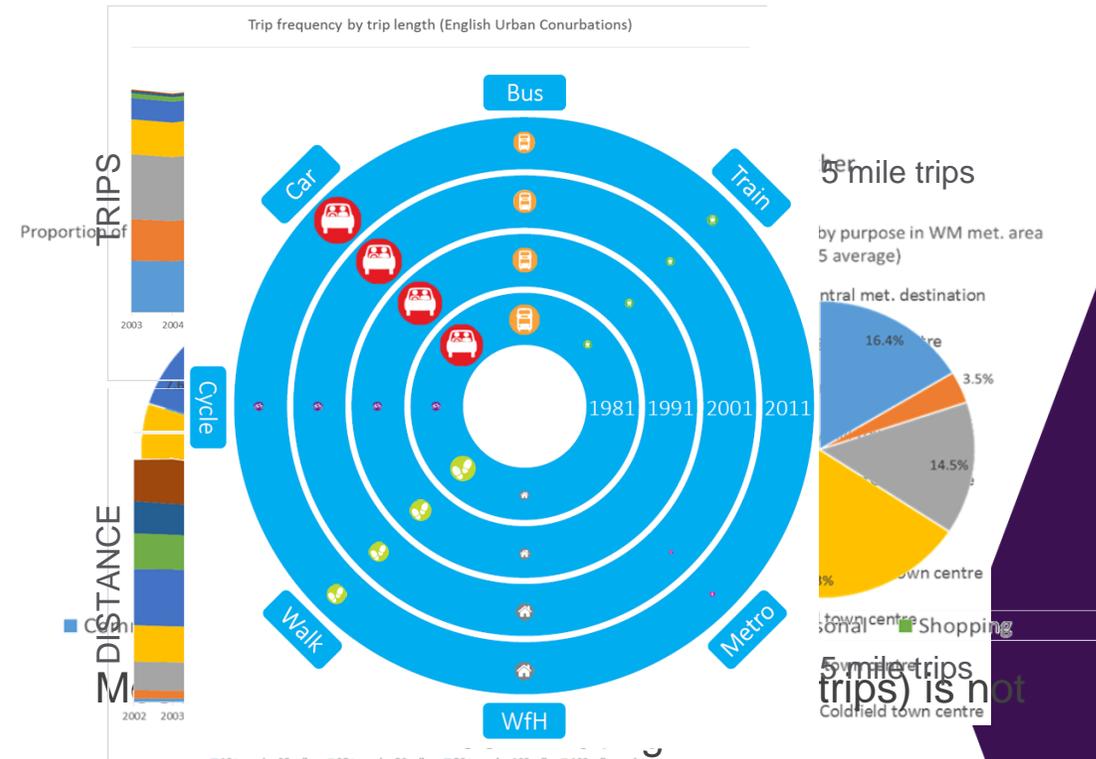
Our current focus is on specific places:

- Congested roads
- Centres
- Particular corridors where PT / active travel investment occurs.

We can have a big effect in these specific places, but when you step back and take a region wide perspective, we're not going to have a significant effect.

This means:

- We're not addressing carbon emissions effectively;
- We're not significantly "levelling up" most of those who are disadvantaged to have fundamentally more equitable access to opportunity;
- Traffic's impacts on local neighbourhoods and streets, and physical activity continue to worsen; and also
- Traffic to many centres isn't going to improve, but it might get "no worse".



Most travel (85%) is not to centres. Outside the city centre, car dominates, and rail, metro and cycling are all pretty miniscule. Most trips are short but they account for a very small amount of total distances travelled.

An equitable approach

With the right mix of policies and measures, we can create an even better West Midlands.

Addressing the Motives for Change, would involve people changing their behaviour.

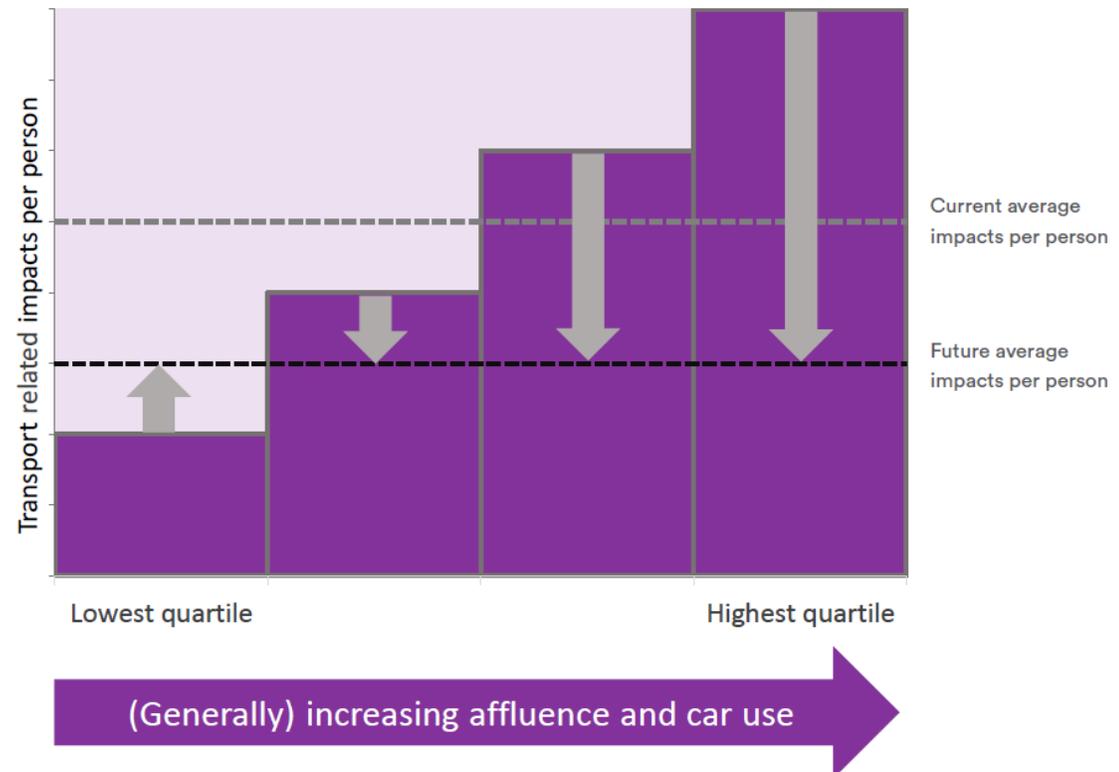
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Generators of most harmful impacts may need to make biggest changes.

We can “level-up” those who are less mobile while still reducing impacts of transport overall.

May not necessarily require absolute reductions in mobility but may require sacrificing some of the wider conveniences, comforts, and features of current mobility. These are trade-offs.

We can equitably redistribute transport impacts AND level up mobility of the most disadvantaged



Effective intervention

The current governance approach focuses on investing in alternatives to the car. Alone it is insufficient to generate requisite changes to consumer options and behaviours.

There is a limit to how much mobility, comfort and convenience public transport, walking and cycling, and micromobility can offer in contrast to the car today.

The current approach limits the extent to which people are likely to switch from cars to alternatives if cars remain as they are today.

Without a switch to alternatives consumer spending on those alternatives will remain relatively low, reducing the extent to which alternatives can be improved.

Our ability to allocate greater space and priority to alternatives to make them better is limited by an unwillingness to take space used by other modes.

To change behaviours without compromising what people can access, simultaneous measures would be required to:

- **reduce barriers and costs to travel by the alternatives to the car; at the same time as**
- **restraining the use of cars using infrastructure design and regulatory measures.**

Symbol	Change relative to levels before the COVID-19 pandemic
-	Little/no change
▲/▼	Notable increase/decrease
▲▲/▼▼	Significant increase/decrease
▲▼/▲▼	Good/bad for Motives for Change

Scenario		Access for those without a car	Amount of car travel everywhere	Amount of car travel to/from centres
1.	Do minimum	-	▲▲	▲▲
2.	Significantly improve public transport	▲	▲▲	▲▲
3.	2 + enable micromobility	▲▲	▲▲	▲▲
4.	Restrain car access to centres only	-	▲▲	-
5.	Restrain car travel across the region	-	▼	▼▼
6.	5+2	▲	▼	▼▼
7.	5+3	▲▲	▼	▼▼

Understanding choices

Developing choices

Developing 3 hypothetical policy scenarios based on policy choices we could make.

They will help us understand:

- The risks and opportunities to deliver inclusive growth through transformation of transport;
- The public policy changes that would be needed to effect transformation;
- The tensions that policy choices have with critical inputs, including
 - Wider policy context
 - Resources
 - Public support

Continue to deliver infrastructure improvements targeted at alternatives to the car and encourage shift to ULEVs, with minimal delivery of barriers to car use

Conventional LTP



Future LTP



Compliant LTP

*ULEVs + stop growth in travel demand.
Aligned to CCC recommendations.*

Transformational LTP

*ULEVs + significant additional transport energy reductions.
Aligned to Tyndall Centre recommendations.*

Developing choices

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These will not be “too cold”, “too hot”, “just right”; rather “too salty”, “too sweet”, “too sour” (if there was an easy and effective option we’d already be doing it).

We envision that a new LTP would sit somewhere in the middle of these plans.

Understanding exactly where requires deliberation with the public and stakeholders.

Continue to deliver infrastructure improvements targeted at alternatives to the car and encourage shift to ULEVs, with minimal delivery of barriers to car use

Conventional LTP



Future LTP

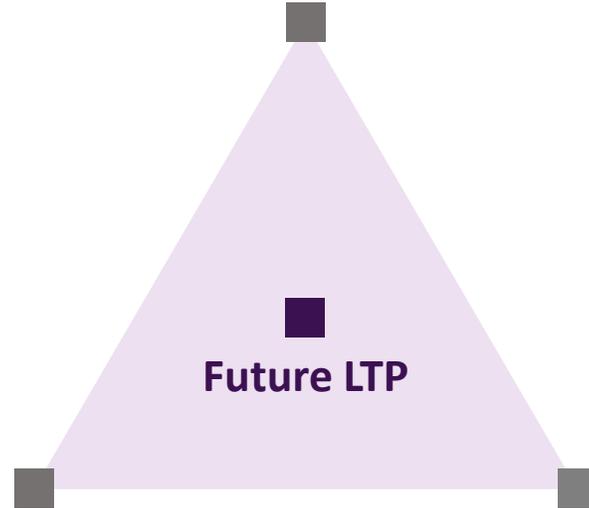


Compliant LTP

*ULEVS + stop growth in travel demand.
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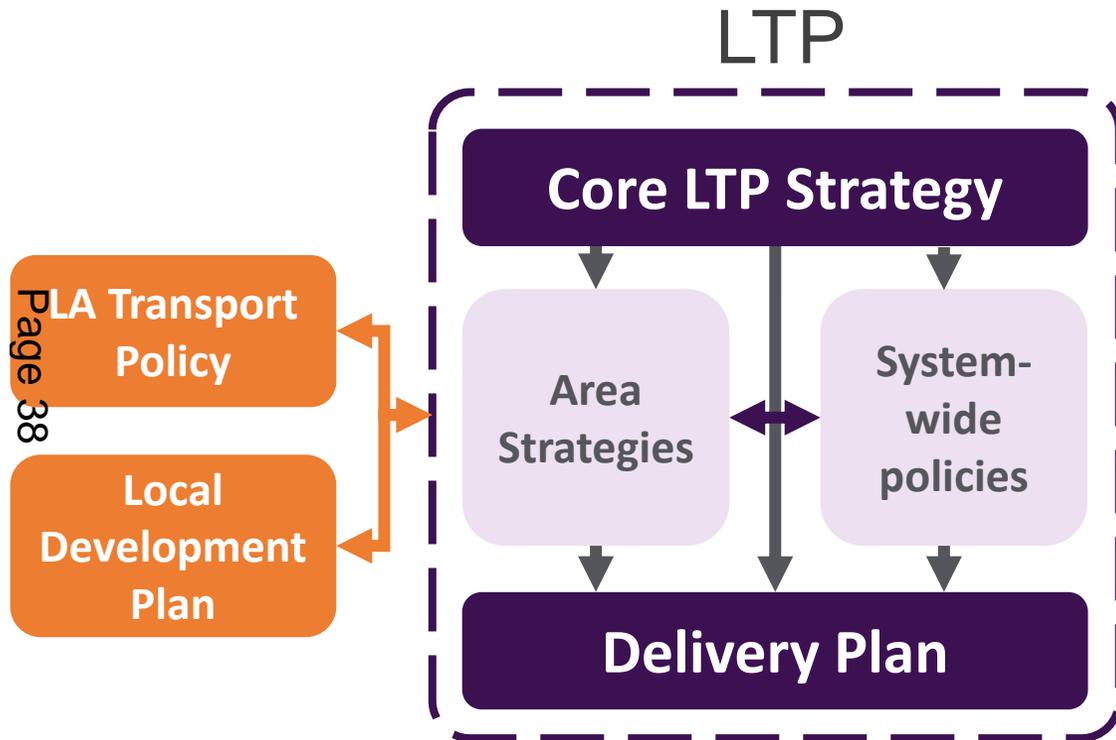
Transformational LTP

*ULEVs + significant additional transport energy reductions.
Aligned to Tyndall Centre recommendations.*



A new LTP framework

A suite of statutory policy

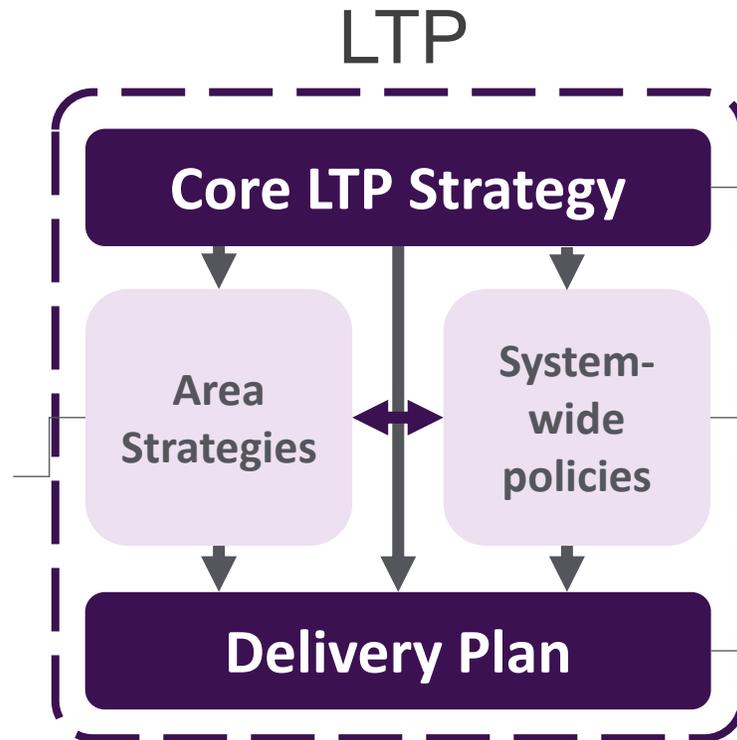


Breaking up the LTP into a number of distinctly adopted documents can help:

- **Better communicate policies** (a number of concise policy documents vs. a detailed tome)
- **Give weight to policies as early as possible** (rather than waiting for every detail to be agreed first)
- **Focus co-development and empower relevant stakeholders** (specific opportunity to give statutory weight to local authority transport strategies/plans for their areas)

A suite of statutory policy

Translating core strategy using local context, focussing on proposals for implementation in specific places. Emphasis on translating strategy to the corridor, neighbourhood and centre level as opposed to borough level policy-making.



Overarching objectives, vision, principles, and strategic outputs required – the core logic of what we're trying to achieve and how

More specific policies concerning particular elements of the transport system or particular subsets of policy levers, including nuanced strategy and proposals for implementation.

The consolidated view on which proposals for implementation will be delivered, given available resources, and progress status of various proposals.

This will include gap analysis between the effect of committed proposals and the core strategy, highlighting the nature of future proposals required to rebalance programme and close the gap

Engagement

Engagement Principles

Inclusive

Everyone is a stakeholder.
Need to exploit multiple channels



Truth does not belong to the one who shouts the loudest.

Unbiased and Empowering

Helping people understand choices, and to articulate their views.

Honesty

Action

Ambition

Empathy

Deliberative

Enabling consensus around complex issues with diversity of stances.
Need to exploit new types of forums.



Programme

High-level programme



Note that during this there will be ongoing engagement

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Reimagining transport in the West Midlands:

a conversation
about change

Summary



A new Local Transport Plan

TfWM, established in 2016, delivers transport on behalf of the West Midlands Combined Authority, which is the Local Transport Authority for the metropolitan area.

WMCA must produce a Local Transport Plan that sets out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies.

This must be done in a way that addresses the regions economic, social and environmental challenges and opportunities.

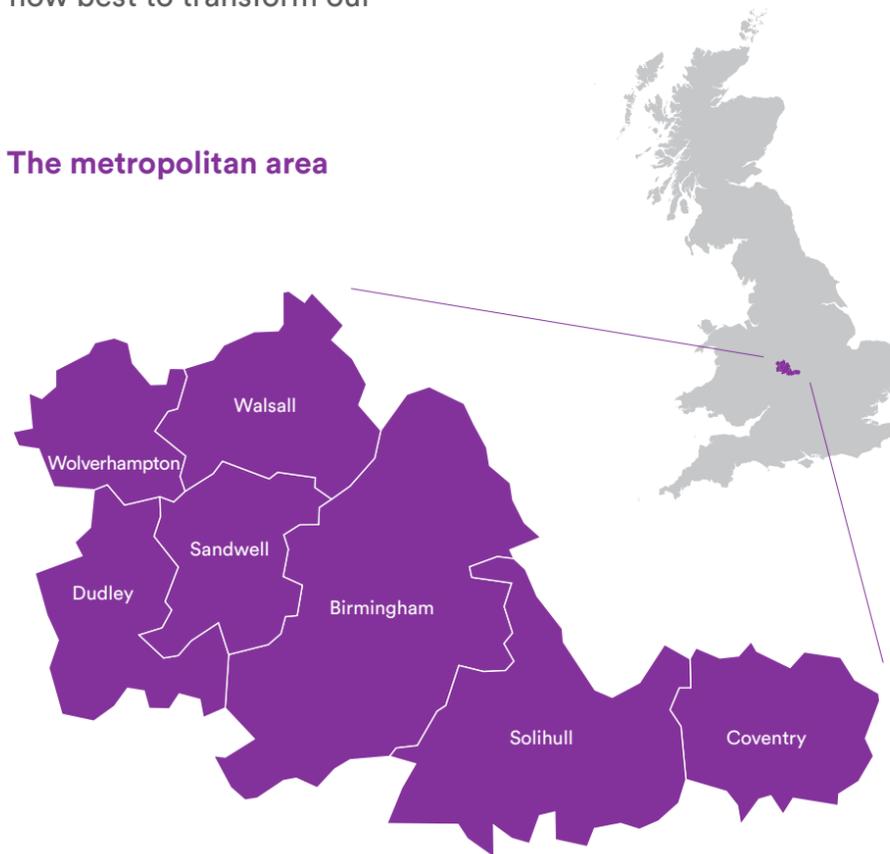
Our Green Paper sets out how we can do this and the trade-offs involved in addressing our key challenges via different solutions.

We will use it to inform engagement with people and organisations across the region to build consensus around how best to transform our transport system.

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The metropolitan area



New policy agendas to consider

Recharge the West Midlands

WMCA has adopted a plan to Recharge the West Midlands; to catalyse economic recovery from the COVID-19 pandemic while building back better.

Inclusive Growth Framework

WMCA has adopted the Inclusive Growth framework to ensure socially equitable and environmentally sustainable growth secures long term benefits for everyone

WM2041

WMCA has adopted an ambition for the region to be carbon neutral by 2041 and principles for decarbonisation. The first of four 5-year plans has also been adopted. Transport has a major role to play in decarbonisation.

West Midlands Local Industrial Strategy

WMCA has placed 'Future of Mobility' at the heart of its new local industrial strategy as a strategic enabler of Inclusive Growth.

The state of transport

The West Midlands has grown rapidly over the last 150 years and will continue to do so.

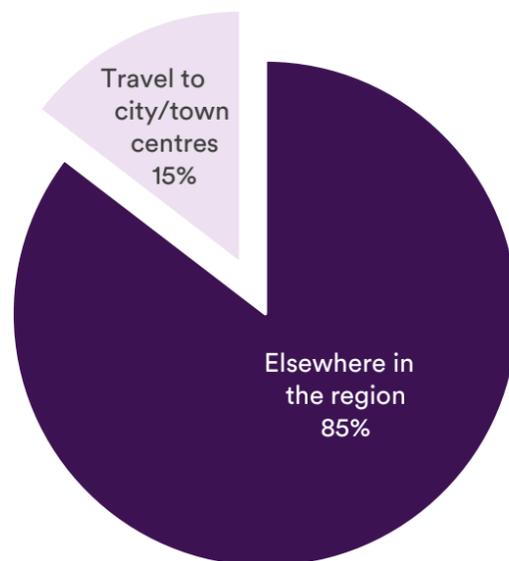
Vehicles have made us much more mobile and this has been supported by long term trends of increasing affordability of motoring and the decreasing affordability of public transport.

Although vastly improved telecommunications have reduced the need to travel for some things, we are still travelling more overall. Better communication technology has not necessarily meant that we travel less; but it has modified why, where and when we travel, and impacted patterns of goods delivery.

Over that time, as our lifestyles became more car-centric alongside the way we developed our region, our relationships with places have changed.

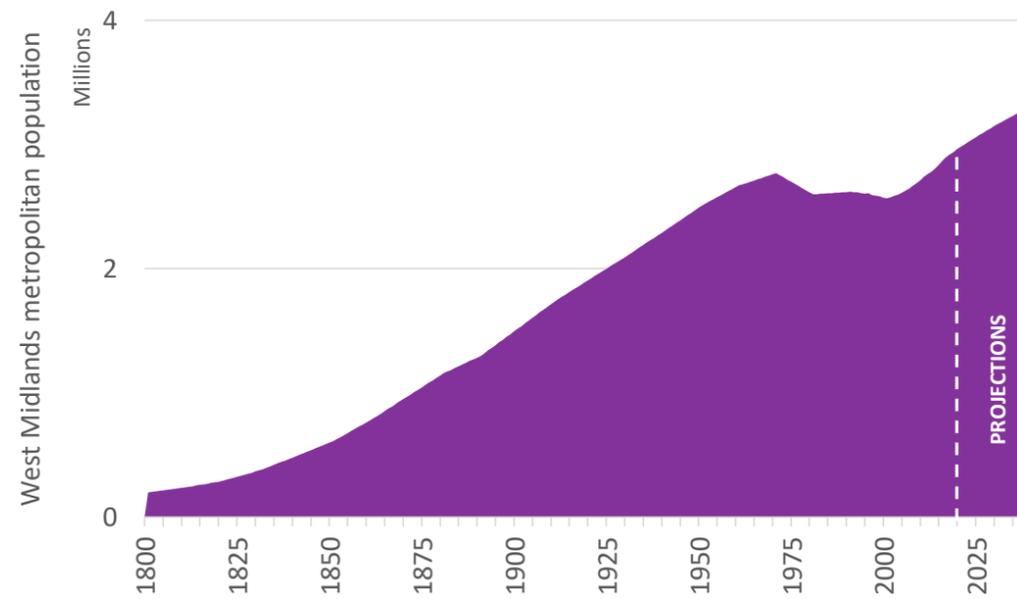
As a result, travel patterns are more disperse than ever; our travel horizons have expanded, meaning we often make longer journeys and most of this travel is not focused on city/town centres. The role of walking, cycling and public transport in our lives has arguably therefore reduced.

This has come with a host of issues; congestion, less safe streets, emissions, and marginalising people who cannot drive or access a car.

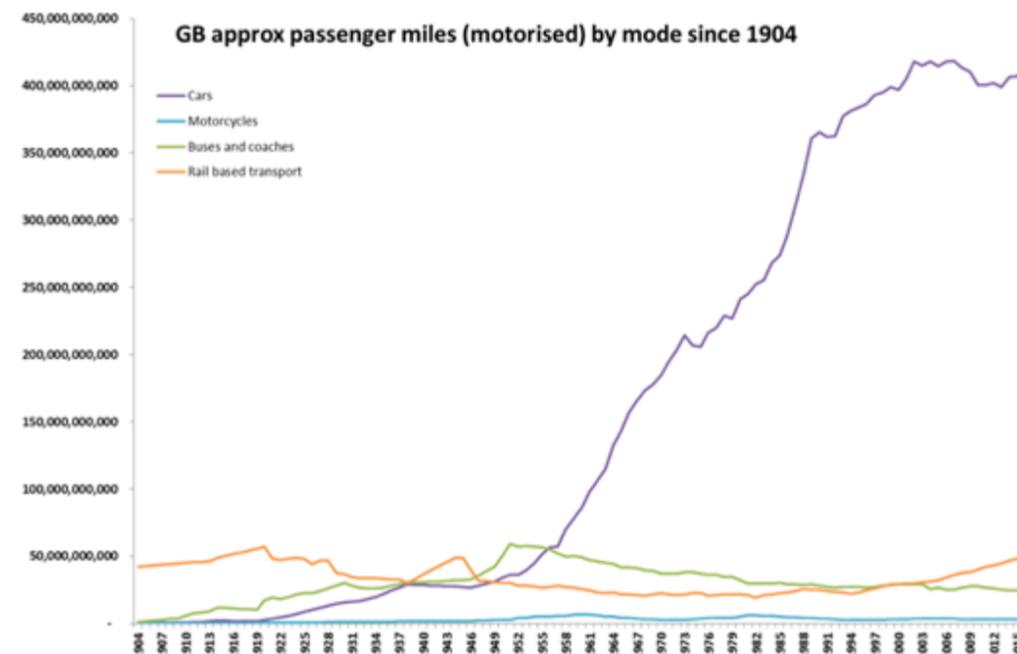


Where car trips are going in peak travel hours

Our growing population



Our growing travel demand



How TfWM is investing to connect the region

There is plenty of great stuff happening across the West Midlands.

- Our Swift multi-modal ticketing is the largest and most comprehensive smartcard scheme in the UK outside of London. Before the pandemic it was used 75m times a year by 537,000 card holders. We plan to extend our Swift Go fare-capping service across public transport.
- Metro extensions and Sprint bus schemes are currently being built with many more planned to connect neighbourhoods and centres across our region.
- The £22m West Midlands Regional Transport Coordination Centre, opened in 2020, manages congestion, daily operations, events and emergency incidents across public transport and road networks.
- We are improving the attractiveness of cycling and walking by partnering with local authorities to deliver the 500 mile Starley Network. Good progress has already been made, including the 3 mile A38 Bristol Road cycle, which route provides a high quality two way segregated cycle route between Selly Oak, the University of Birmingham and Birmingham city centre.

However, whilst important, the current approach isn't enough to generate sufficient travel behaviour changes to address many of the challenges we face. If significant behaviour change is a core part of our aims, then we will need to do more.

How the pandemic changes things

The pandemic will have long lasting effects – economic shocks, changes to travel behaviour and the way we work and live, and a reshuffling of priorities.

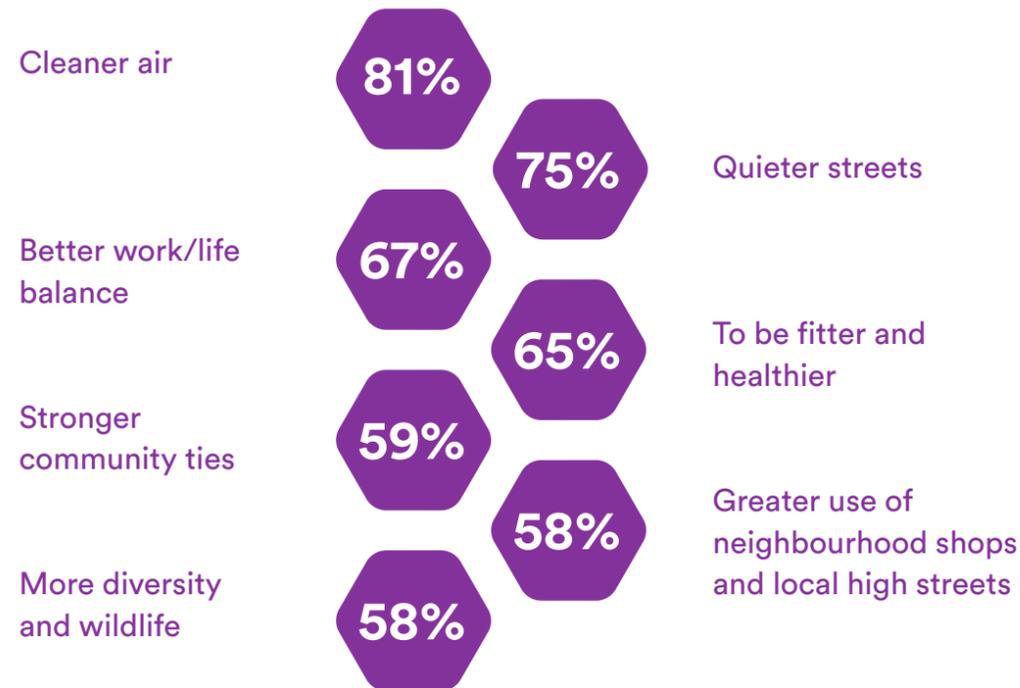
There is uncertainty as to how consumer demands may change as people explore new ways of working. Public transport, which many rely on, will be vulnerable if patterns of demand do not return to town and city centres.

Car use has recovered quickest as lockdown measures have relaxed. Any sustained mode shift to cars will increase the negative impacts of transport in the region.

The pandemic has presented challenges to everyone, but it has also shown us that we are adaptable.

Investment in transport can support our economic recovery by improving access and providing employment opportunities. There is already consensus on building back better – now we have to decide what kind of future we want and how we can shift the status quo to secure it.

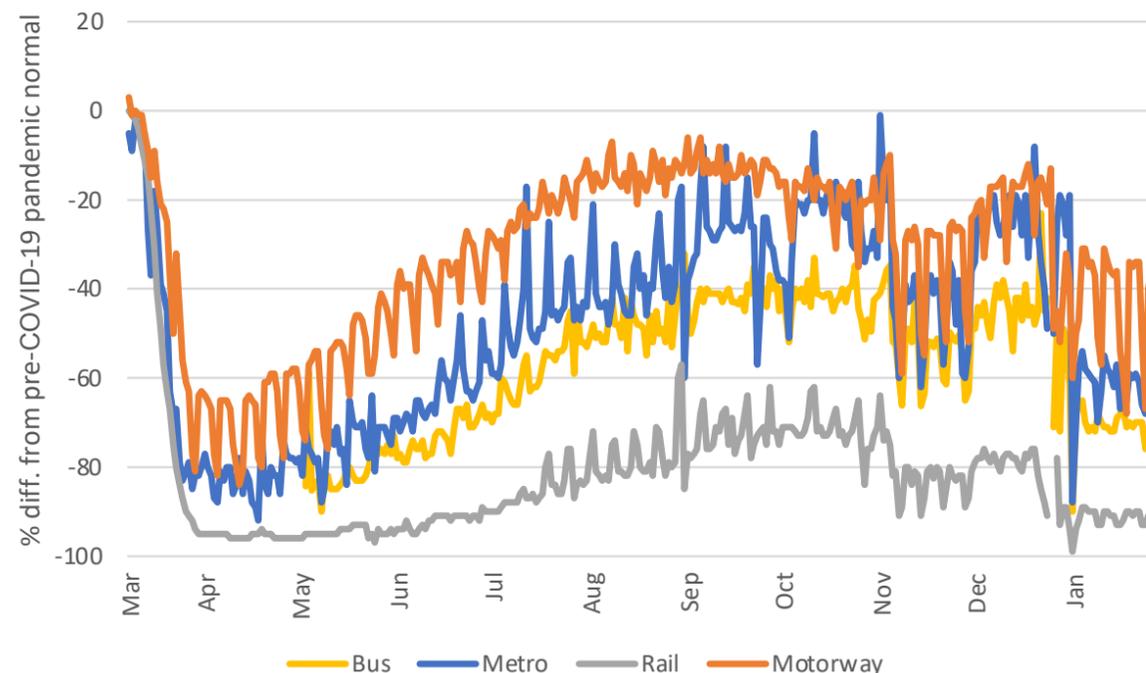
When asked in May 2020 what they wanted to see change as a result of the crisis, people said...



...but when asked in Summer 2020 to name their top priority for the region's recovery after the pandemic, people said...



Travel demand response to lockdown



Our Motives for Change

TfWM has adopted five Motives for Change to frame the relationship between transport and Inclusive Growth.

Through them we will explore why change, although perhaps difficult in the short-term, is likely to be much better for all in the long-term.

All the Motives for Change are important. As we work with the public to set a new direction for transport, our collective challenge will be finding a new direction that best delivers the level of change people want across all our Motives for Change.

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Sustaining economic success



The West Midlands has experienced strong economic growth and investment in recent years; we want to leverage transport to sustain this success and to ensure everyone can benefit and participate.

Maintaining the status quo risks increasing congestion, pollution, transport infrastructure and maintenance costs, undermining the region's productivity, attractiveness, and quality of both life and places.

Delivering transformative benefits to our economy could be achieved by maximising the benefit of existing infrastructure; minimising the external costs of transport (such as health problems); levelling up mobility for those without car access; and ensuring that transport supports investment in places across our region.

We have significant industrial strengths in sectors that underpin mobility, including our unique logistics advantages given our central position in national rail and motorway networks, and our automotive cluster. We can work with industry to create a transport market that enables innovation, development and deployment of these products and services locally to address our Motives for Change.

Creating a fairer society

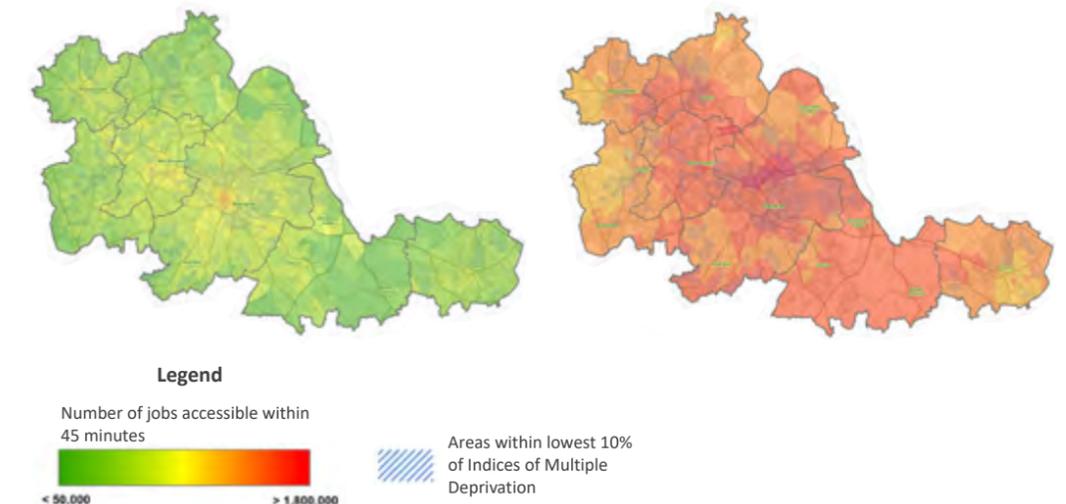
The way our urban environment has been retrofitted and developed to suit car-centric lifestyles has resulted in significant disparities in access. Those without access to a car have fundamentally less access than those who can access a car. There are particular groups who are much less likely to have access to a car, including younger people, women, those who are on lower incomes and those from ethnic minority backgrounds.

Those who are most mobile generate the most transport impacts such as road injuries and deaths, air pollution and noise. Whereas those who are more deprived (and likely to be less mobile) tend to be more exposed and vulnerable to traffic impacts.

Addressing transport inequality requires more equitable access to both transport services and transport information, reducing the negative impacts of transport like air and noise pollution, and rebalancing mobility to support those who are currently marginalised in what they can access. This will require investing beyond active and public transport, as these modes cannot match the mobility of private motor vehicles.

Jobs accessible within 45 minutes without a car

Jobs accessible within 45 minutes with a car



Supporting local communities and places

As traffic and car ownership have increased, motor vehicles have increasingly taken over the function of streets and the space available on them. This has harmed the quality of places and limited opportunities to use streets for wider functions that deliver greater social and economic value to communities.

Our increased mobility has affected what we can access in our local areas; as people have spent more time further from home (or behind a screen) local consumer demand for services dropped leading to many feeling that local provision of services has worsened. However, access to local opportunities has also worsened because traffic and transport infrastructure has created severance and made conditions for walking and cycling worse.

An ideal “20-minute neighbourhood” residents could access a good variety of daily goods and services within 20 minutes of their home without using a car. This could help people live healthier and reduce the impacts of traffic in their area. However, for this concept to work, it has to be underpinned by safe streets, sustainable local connections and supporting changes to land use

Streets are filling with parked cars



Becoming more active

1/3 of adults in the West Midlands do less than **30 min** per week of activity

The Government recommends **150 min** per week of moderate intense physical activity for a health-related benefit

Over two thirds of people feel they are not doing enough exercise and want to increase their activity levels through habits and routines which they can maintain.

Physical activity improves physical and mental health, and productivity, and frees up public spending for other worthwhile projects.

Around a third of adults in the West Midlands are currently inactive, with women, those with disabilities, deprived socio-economic status, and older residents disproportionately inactive.

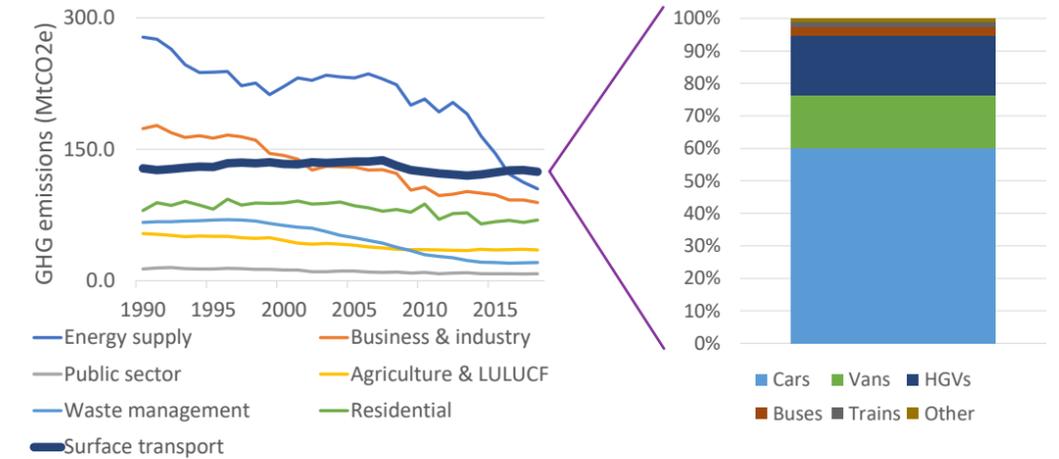
Making our region more safe and convenient for walking and cycling by shifting shorter journeys (and making more local trips) is an opportunity to sustain healthier habits. This will require providing a street environment where people feel safe with direct and convenient routes for travel without a car.

Percentage of trips and distance travelled for short journeys by main modes

		Walk	Cycle	Car	Public transport
Trips	Less than 1 mile	80%	1.1%	18%	0.7%
	1 to 2 miles	31%	2.8%	60%	5.3%
Distance travelled	Less than 1 mile	76%	1.2%	21%	1.0%
	1 to 2 miles	31%	2.9%	59%	5.4%

Tackling the climate emergency

UK sector carbon emissions and breakdown of surface transport



The Paris Agreement commits the UK to achieving net-zero carbon emissions by 2050. There is evidence that suggests we need to act quicker to avert climate change, so the West Midlands and many local authorities have set more ambitious targets.

Failure to reduce emissions will accelerate climate change beyond our control, diverting public funds to respond to property and infrastructure damage, disrupting economies, and leading to loss of life.

Since 1990 almost every sector has reduced carbon emissions, however increased travel demand, particularly from cars, means transport emissions have not fallen.

A rapid reduction of transport carbon emissions will mean significant changes. The phasing out of combustion and hybrid vehicles in favour of ultra low emission vehicles will be required to achieve emissions targets. However, this will not deliver sufficient carbon reductions; we will need to reduce the energy we use for transport through behavioural shifts such as making fewer and shorter journeys, and shifting to more sustainable modes of transport.

Reimagining transport in the West Midlands

Building back better from the COVID-19 pandemic means we need to reduce the harmful impacts of transport on people, places and the environment, while ensuring we improve access equitably.

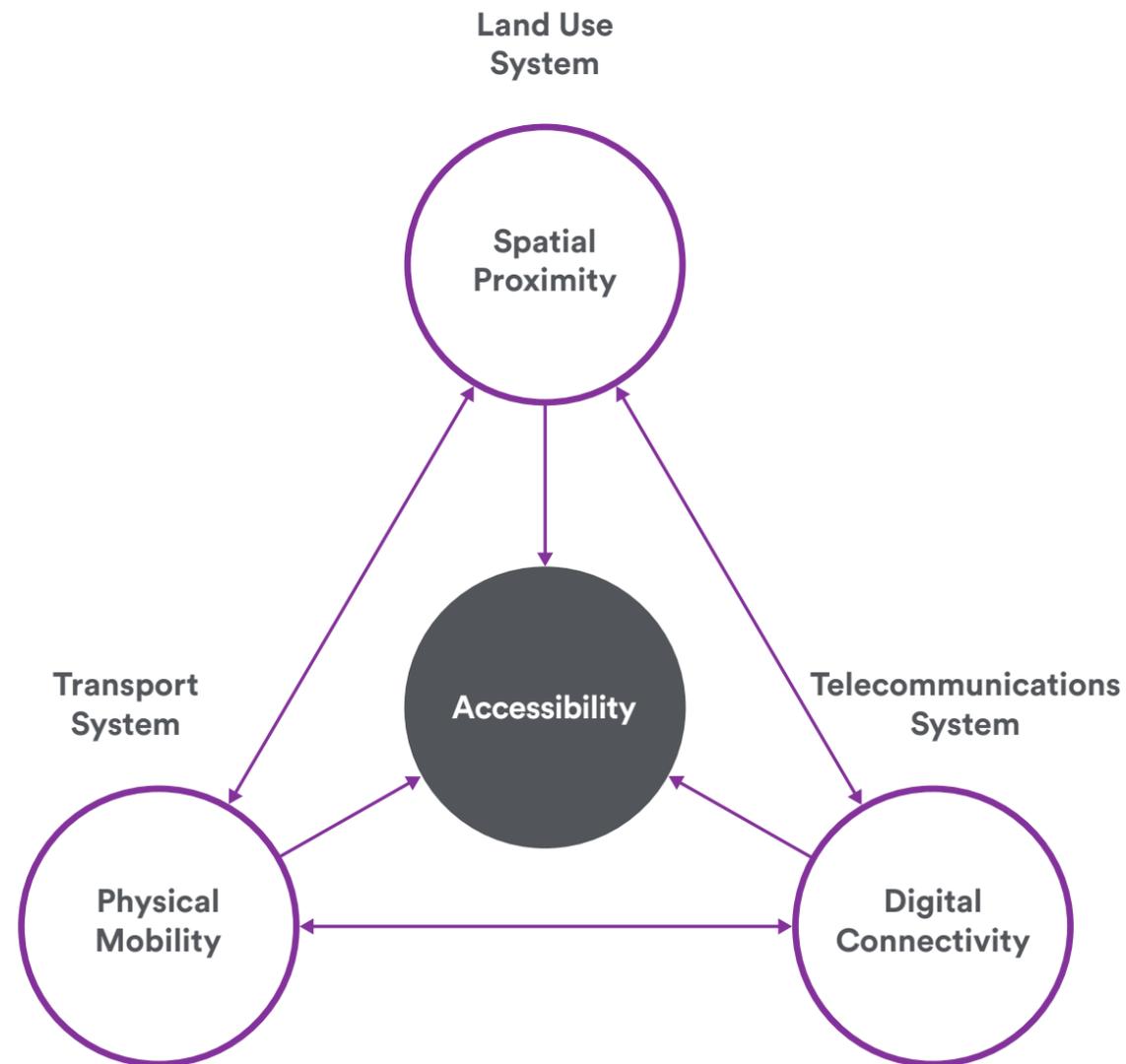
Access is critical for social and economic prosperity. The ability to access something is not solely dependent on your transport options; accessibility can be enabled by being physically mobile, being close to opportunities, or through digital connectivity. However, there are also many options for travelling that could help us achieve better and more sustainable productivity and quality of life.

The need to tackle the climate emergency has a particular urgency that the other Motive for Change lack; once global carbon emissions exceed what we have budgeted for and average temperatures get too hot, climate change will escalate and we'll likely be unable to prevent it. Current predictions suggest that if we don't rapidly reduce our carbon emissions we could reach that point by 2030. This suggests a new LTP should have a much stronger focus on achieving transformational change within the next 10 years, rather than focussing on a longer term vision and more gradual change.

In that time-frame we are not going to fundamentally redevelop our urban environment; it takes time for land uses to change. This means that in the short-term we need to focus on rapidly changing how we travel using existing technology and infrastructure, as well as making the most of digital connectivity.

The Triple Access System

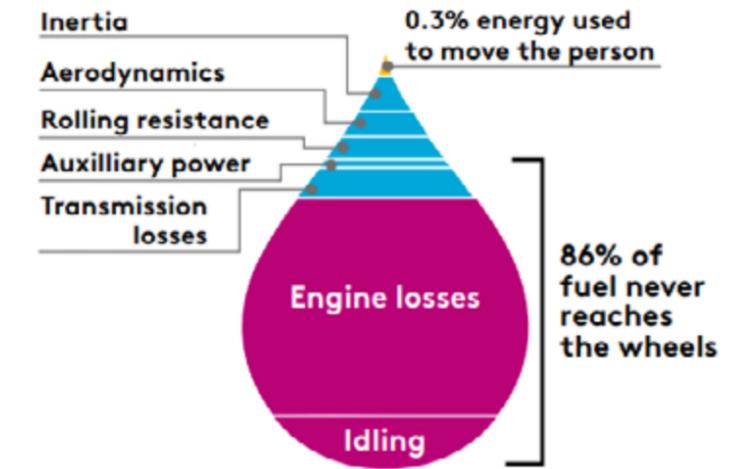
This is the triple access system that shows how physical mobility, digital connectivity and spatial proximity interrelate and provide access.



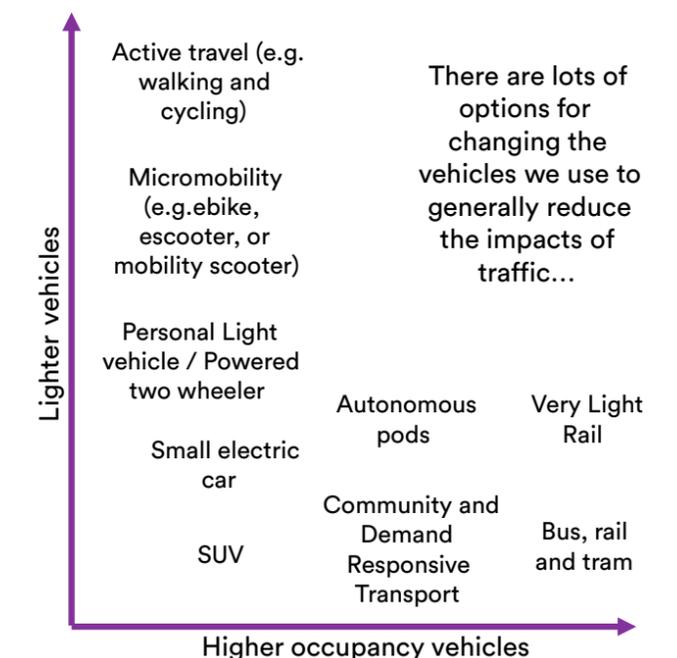
Source: Lyons, G. and Davidson, C. (2016). Guidance for transport planning and policymaking in the face of an uncertain future. Transportation Research Part A: Policy and Practice, 88, 104-116.

More sustainable modes

Typical energy flow through a petrol/diesel car



We have many options for travelling



There isn't one recipe for success

Transport is different across the world and contributes uniquely to quality of life and prosperity in each places, both positively and negatively.

We have lots of options to consider but what works elsewhere might not necessarily translate well to the West Midlands; we need to find a new vision that works in our urban environment.



Ho Chi Minh City, Vietnam



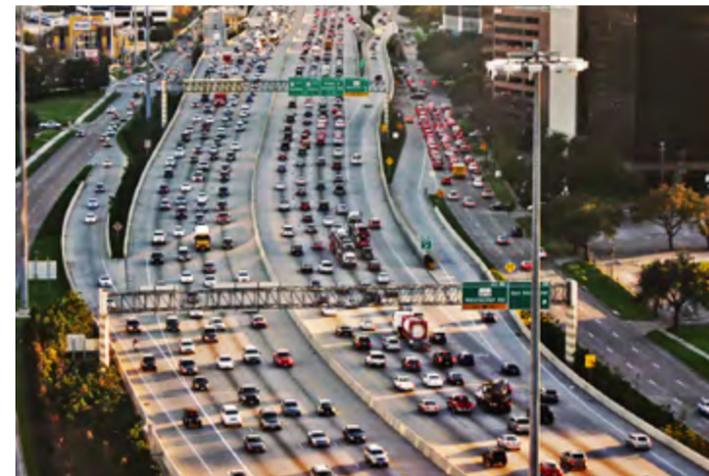
Copenhagen, Denmark



Tokyo, Japan



Curitiba, Brazil



Houston, USA

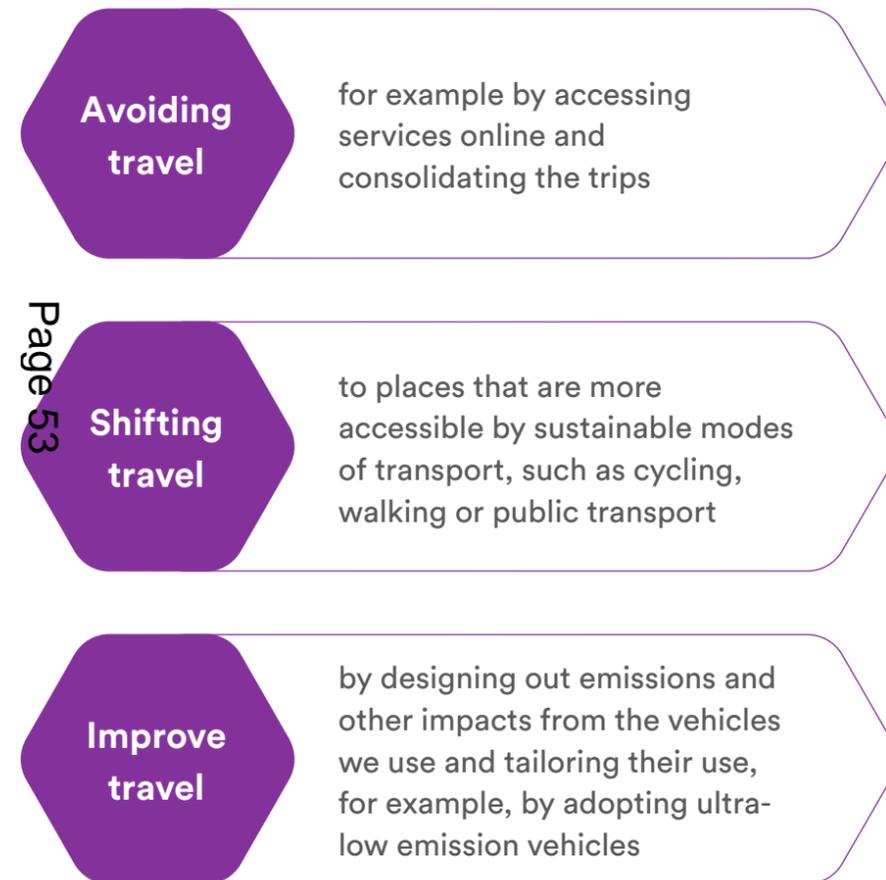


Kampala, Uganda

Change over time

Avoid, Shift and Improve

“Avoid, shift, improve” provides a useful framework for considering the sorts of changes that we need to make.

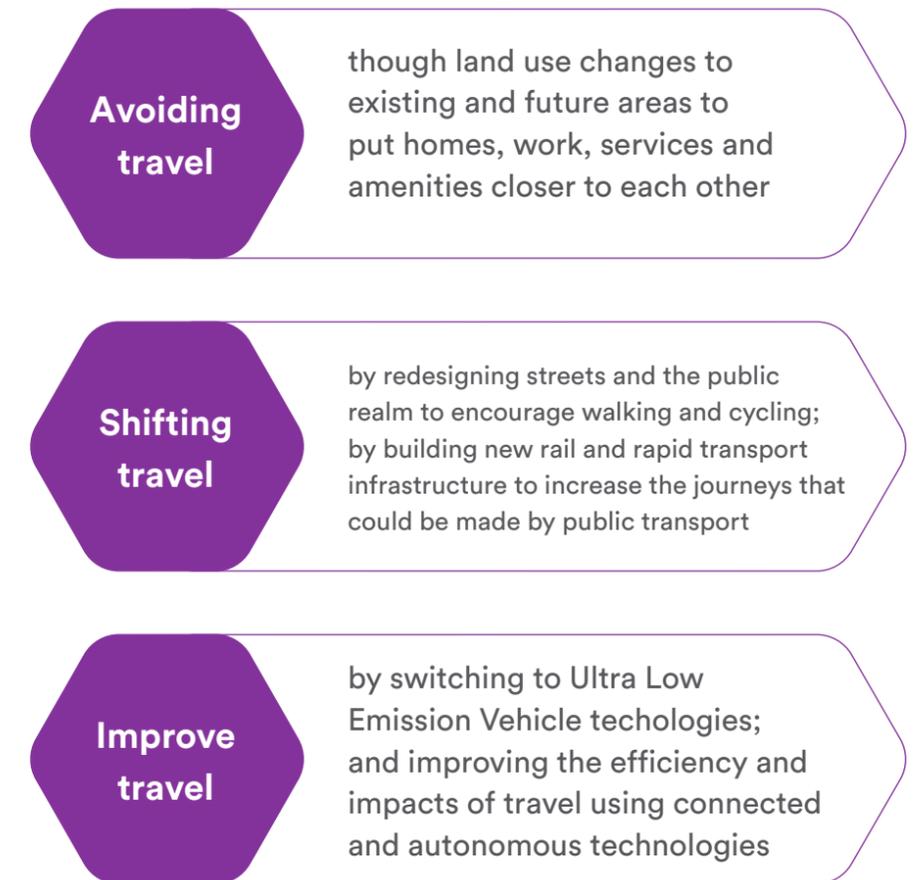


What could change before 2030?

We can progress actions that have an impact before 2030 to meet our commitments to decarbonise and deliver rapid transformative improvements to address the other Motives for Change. However, there will also be actions we could take now that will take time to build and will have transformative impacts beyond 2030.



And the long term?



Change in different places

The places within our region are very different; what works in a modern estate with driveways and cul-de-sacs might not work in a terraced street with no off-street parking, and what makes sense in a city centre might not make sense in a village's high street.

City and town centres

Vibrant centres which support a diversity of activities and people.

- Deliveries by cargo bike or small electric vehicles
- Public transport efficiently connects to the region
- Digital working spreads transport demand more evenly throughout the day
- Space for active travel prioritised
- Reduced traffic makes for quieter and safer environment



HOW?

- Building more homes near public transport
- Embrace changes in lifestyle and working patterns
- Resident testing of transport innovations
- Data sharing opens up more personalised transport services

There is not a “one size fits all” approach to tackling our transport issues. A range of solutions will need to be considered, and engagement with local communities and businesses will be an essential element of any new plans. However, These examples provide an illustration of how innovation may support change.

Local high street

Designed for local activities.

- Street design prioritises accessibility regardless of age or ability, green space, walking and public seating
- Local shops and services, and co-working spaces reduce the need for longer journeys
- Street connectivity is supported by active and shared travel, including bike and scooter hire, car clubs and ride hailing all accessible via one app



HOW?

- A shift to public transport, walking and wheeling reduces traffic
- Explore local trips wherever possible
- Repurpose space for people instead of cars and parking
- Reserve parking for those who need it
- Co-locate deliveries with lockers and local bus/train stops
- Local shops deliver bulky or heavy shopping via cargo bike or small electric vehicles

Rural living

Connected and convenient.

- Sustainable travel brings convenience, health benefit, and reconnects people to nature
- Travel intensity is reduced by access to services online or nearby
- Active travel, taxis, and demand responsive transit provide cleaner and more agile local connections
- Rural mobility hubs host zero carbon community car hire and park and ride to quickly reach destinations
- Information is readily available to sustainably support lifestyle choices



HOW?

- Door delivery to reduce travel
- Charge points for electric bikes or scooters for longer journeys

Older urban neighbourhood

Social streets

- Streets are designed for people to connect, including safe spaces for children to play
- Online shopping is delivered by cargo bike or electric van.
- Bike lanes and public transport make it easy to travel further when necessary
- Car ownership reduces and shifts to electric vehicles, with positive impacts on mental and physical health, and frees up space for other activities



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- Car sharing, public transport and active travel replace owning a car for many
- Electric vehicles become the norm, with easy access to charge points
- Pedestrians are prioritised over other modes

Modern suburban neighbourhood

Safe for living working and playing.

- Attractiveness is enhanced with spaces designed for health, wellbeing and recreation
- Working and shopping from home frees up time for family, friends, and accessing local centres
- Community car clubs and less travel remove the need for car ownership
- Cost savings can be invested locally



HOW?

- Embrace sustainable travel
- A '20 minute neighbourhood' reduces the need for long journeys, improving air quality and safety
- Less traffic, quiet routes, and separated cycleways encourage active travel

Main road

Supporting a broad range of mobility choices.

- Walking, cycling, wheeling and public transport prioritised and connected to support personalised travel choices
- Quieter, cleaner and more accessible streets support more dynamic workplaces and leisure activities
- Vehicles able to communicate with each other improves safety
- Pot holes are detected and fixed before they appear



HOW?

- Shared and autonomous vehicles with WiFi complement buses and trams
- Remote working and efficient transport frees up space for walking and cycling

Making change happen

With the right mix of policies and measures, we can create an even better West Midlands. One that is fairer, greener, and healthier as well as a great place to live, work and visit.

The pace and scale of changes needed of our travel behaviour to decarbonise are unprecedented but offer us the opportunity to address many of our wider issues so that we can build back better from the COVID-19 pandemic in a way that delivers Inclusive Growth.

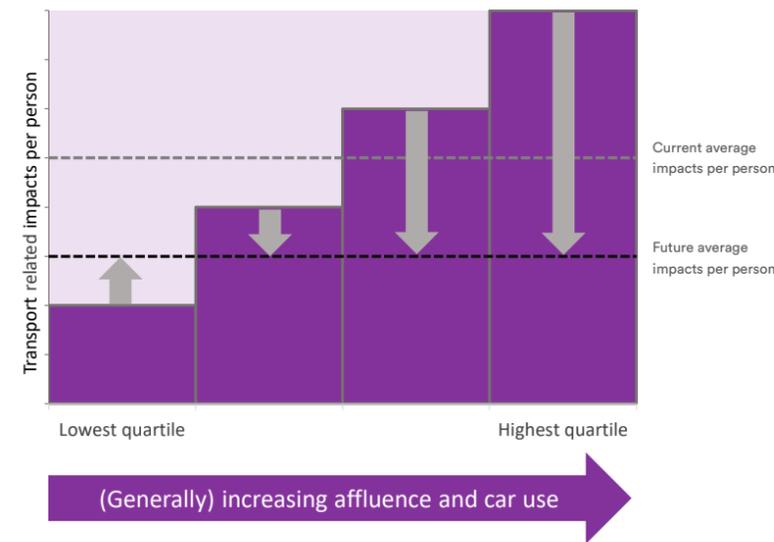
We are not proposing a specific plan of action within our Green Paper. It is through our conversations with the public using our Green Paper that we will identify actions to change in the way we govern and invest in our transport system to respond to our Motives for Change.

Through these conversations we will need to consider how travel behaviour, the way we govern our transport system and citizens and businesses experience of the transport system are interlinked.

If people want the West Midlands to meet the proposed objectives associated with our Motives for Change, this will involve people changing their behaviour - doing less of one thing and more of another.

Those who currently create the biggest harmful impacts will need to make the biggest changes. However, there is a real opportunity at the same time to level-up those who are less mobile while still reducing impacts of transport overall.

We can equitably redistribute transport impacts AND level up mobility of the most disadvantaged



Impact of high level policy option testing (comparing modelled transport in 2036 to 2016)

Testing of policy options shows that whilst investment in and improvement of sustainable forms of transport will improve access to opportunities for those without cars, it is unlikely to have a significant impact on car travel if done on its own. Measures that in effect restrain car use would be required to shift behaviours in a way that significantly reduces car travel.

Scenario	Access for those without a car	Amount of car travel everywhere	Amount of car travel to/from centres
1. Do minimum	-	▲▲	▲▲
2. Significantly improve public transport	▲	▲▲	▲▲
3. 2 + enable micromobility	▲▲	▲▲	▲▲
4. Restrain car access to centres only	-	▲▲	-
5. Restrain car travel across the region	-	▼	▼▼
6. 5+2	▲	▼	▼▼
7. 5+3	▲▲	▼	▼▼

Symbol	Change relative to levels before the COVID-19 pandemic
-	Little/no change
▲/▼	Notable increase/decrease
▲▲/▼▼	Significant increase/decrease

Green indicates a change is good for the Motives for Change.

Red indicates a change is bad for the Motives for Change.

As car travel increases, the impacts of traffic increase (carbon, physical inactivity, air pollution, noise, road accidents, on-street parking).

As access without a car increases, this helps those who are less mobile access more opportunities but does not necessarily reduce car travel.

We know that our current approach of investing in the alternatives to the car is critical, but alone won't be sufficient to generate the level of behaviour change needed.

The challenge with improving alternatives such as public transport, walking and cycling, and micromobility, is that there is a limit to how much mobility, comfort, and convenience these can offer in contrast to the car today. This limits the extent to which people are likely to switch from cars to alternatives if the level of mobility that the car provides remains as it is today.

Without that switch, consumer spending on alternatives to the car will remain relatively low, which will reduce the extent to which those services and products can be improved.

Evidence suggests that to change behaviours without compromising what people can access, simultaneous measures would be required to:

- reduce barriers and costs to travel by the alternatives to the car; at the same time as
- restraining the use of cars using physical measures (such as allocating less space to cars), and regulatory measures (such as increasing the price of car use or restricting access to particular roads).



A conversation about change

Our Green Paper is starting our journey to develop a new Local Transport Plan for the West Midlands. Given the challenges we face, we will need to engage with the public and key stakeholders to shape its direction, particularly around difficult and complex decisions.

The Green Paper will be used to engage with four key groups using a range of techniques:

- **General public** – deliberative engagement and consultation
- **Private organisations** – targeted events with representative organisations
- **Transport service providers** – targeted events with key operators and public agencies
- **Transport and place policymakers and planners** – transport summit and ongoing co-development of LTP

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Please visit <https://www.tfwm.org.uk/who-we-are/our-strategy/green-paper-2021/> for further information about this green paper, including how to respond to it and engage.

Also, please visit <https://www.mytfwmcommunity.co.uk/> if you want to register to be a part of our Market Research Online Community and have your say in a range of conversations about transport.

As part of the development of the new Local Transport Plan, we intend to develop a new framework for policy. The framework will cover both the form of the LTP (noting that the LTP can be set out in more than one document covering different aspects of policies and implementation plans) and how we are held to account on delivering it.

We intend to develop the new LTP in stages:

- An initial overarching vision, objectives and strategy, alongside an initial implementation and funding plan; and
- Supplementary system-wide and place-based policies, alongside detailed refinement of the implementation plan to reflect actions required.

The development of supplementary system-wide and place-based policies will enable more detailed policy making and planning and focussed engagement with partners. The development of system-based policies will allow us to develop policy with key delivery partners such as public authorities with relevant powers/duties and service providers.

The development of place-based policies in specific parts of the West Midlands will allow us to work with relevant local authorities to tackle specific challenges in these areas.



2021
Q1

Agreeing objectives and identifying options

2021
Q2

Assessing options and drafting Green Paper

2021
Q3

Drafting local transport plan

2021
Q4

Finalising local transport plan



Transport for
West Midlands



**WMCA Transport Scrutiny Sub-Committee
Work Programme**

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
E-Scooter trial	To consider the latest position regarding the e-scooter trial	13 September 2021	Pete Bond
West Midlands Cycle Hire Scheme	To consider the latest position regarding the cycle hire scheme	13 September 2021	Pete Bond
Q&A: Transport Policy - 22 October 2021			
Commonwealth Games Transport Plan and Legacy	To understand the transport-related benefits communities across the region would derive from the hosting of the Commonwealth Games	24 November 2021	Anne Shaw Graham Jones
Delivering the Local Transport Plan	To receive an update on the delivery of the Local Transport Plan and funding	24 November 2021	Anne Shaw
Bus Delivery Options	To receive an update on the outline business case consultation feedback.	24 November 2021 (going to CA Board 19 th November)	Pete Bond
Supported Travel Policies Review	To receive an update on this matter.	24 November 2021	David Harris Helen Davies



Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
Draft Annual Business Plan 2022/23 (Transport)	To consider the transport element of the draft annual business plan prior to its submission to WMCA Board on 11 February	17 January 2022	Julia Goldsworthy Anne Shaw
Q&A: Transport Delivery - 23 February 2022			
		23 March 2022	
Future Items of business/reviews			
Bus Byelaws - Progress Update	To receive a progress update on this issue.	LR to speak to Mark Babington re timescales	Mark Babington
Active Travel Fund	To receive an evaluation of the Active Travel Fund.	LR to speak to Claire Williams re timescales	David Harris

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
Final Corporate Strategy 2021/22 - 23/24	To agree the WMCA's Corporate Strategy for 2021/22 - 23/24.	17 September 2021	Yes	n/a	Julia Goldsworthy	No	Policy
Equalities Scheme	To approve the draft Equalities Scheme for consultation.	17 September 2021	Yes	Cllr Brigid Jones	Paul Clarke	No	Inclusive Communities
Mental Health Commission	To provide an update on the work of the Mental Health Commission.	17 September 2021	Yes	n/a	Ed Cox	No	n/a
Social Enterprise Growth Strategy	To provide an update on the Social Enterprise Growth Strategy.	17 September 2021	Yes	Cllr Rajbir Singh	Ed Cox	No	Public Service Reform & Social Economy

Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Financial Monitoring 2021/22	To consider the WMCA's latest financial position.	17 September 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Bus Service Improvement Plan	To consider the latest position relating to the bus service improvement plan.	17 September 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
Page 62 Intra-City Transport Fund	To consider the latest position relating to the fund.	17 September 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
West Midlands Cycle Hire Scheme	To consider the latest position regarding the West Midlands Cycle Hire Scheme.	17 September 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
Department for Transport Zero Emissions Bus Fund	To approve the full business case for the WMCA's bid for funding.	17 September 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
West Midlands Rail/Department for Transport Collaboration Agreement	To seek approval to enter into a new collaboration agreement.	17 September 2021	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
2021/22 High Level Deliverables	To consider the refreshed WMCA High Level Deliverables for 2021/22.	19 November 2021	Yes	n/a	Julia Goldsworthy	No	Policy
Circular Economy Roadmap	To consider proposals to develop a circular economy roadmap.	19 November 2021	Yes	Cllr Ian Courts	Ed Cox	No	Environment & Energy
Financial Monitoring 2021/22	To consider the WMCA's latest financial position.	19 November 2021	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Local Transport Plan Consultation Approval	To consider the response received from the Local Transport Plan consultation.	19 November 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport



Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Contactless Fare Payments Broker System Full Business Case	To approve the full business case.	19 November 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
Bus Delivery Options	To consider the outline business case consultation feedback.	19 November 2021	Yes	Cllr Ian Ward	Pete Bond	No	Transport
Draft Annual Business Plan 2022/23	To consider a draft Annual Business Plan for 2022/23	14 January 2022	Yes	n/a	Julia Goldsworthy	No	Policy
Net Zero Neighbourhood	To consider proposals for a Net Zero Neighbourhood.	14 January 2022	Yes	Cllr Ian Courts	Ed Cox	No	Environment & Energy
Draft WMCA Budget 2022/23	To consider the draft WMCA budget for 2022/23.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance

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Title of Report	Description of Purpose	Date of Meeting	Key Decision (Y/N)	Lead Portfolio Holder	Lead Officer	Confidential	Category
Financial Monitoring 2021/22	To consider the WMCA's latest financial position.	14 January 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Local Transport Plan Approval	To approve the final local transport plan.	14 January 2022	Yes	Cllr Ian Ward	Laura Shoaf	No	Transport
Annual Business Plan 2022/23	To approve the WMCA's Annual Business Plan for 2022/23.	11 February 2022	Yes	n/a	Julia Goldsworthy	No	Policy
Final WMCA Budget 2022/23	To agree the WMCA's budget for 2022/23.	11 February 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring 2021/22	To consider the WMCA's latest financial position.	18 March 2022	Yes	Cllr Bob Sleigh	Linda Horne	No	Finance

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