



Transport Scrutiny Sub-Committee

Date: Monday 13 September 2021

Time: 10.00 am **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham, B19 3SD
[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 any 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 the remainder of 2021/22.	Chair	None
4.	Chair's Remarks (if any)	Chair	None
5.	Minutes - 28 July 2021	Chair	1 - 4
6.	Future Bus Delivery Options	Steve Hayes	5 - 16
7.	Progress Report on West Midlands Cycle Hire Scheme	Emma Beswick	17 - 34
8.	Progress Report on West Midlands eScooter Trial	Mike Waters	35 - 56
9.	Department for Transport Key Route Network Consultation: 'Powers and Responsibilities for Locally Important Roads'	Adam Harrison	57 - 66
10.	City Region Sustainable Transport Settlement Bid	Mike Waters	67 - 74
11.	Work Programme (a) Transport Scrutiny Sub-Committee (b) WMCA Board Forward Plan	Chair	75 - 90
Items of Private Business			
12.	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 paragraph	Chair	None

	3 of the Act.]		
13.	Progress Report on West Midlands Cycle Hire Scheme (private appendix)	Emma Beswick	91 - 94
Date of Next Meeting			
14.	Friday 22 October 2021 at 10.00am <ul style="list-style-type: none"> • Councillor Ian Ward, Portfolio Lead for Transport Q&A - Transport Policy 	Chair	None

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West Midlands
Combined Authority

Transport Scrutiny Sub-Committee

Wednesday 28 July 2021

Minutes

Present:

Councillor Liz Clements (Chair)	Birmingham City Council
Councillor Ken Hawkins	Solihull Metropolitan Borough 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

In Attendance:

Dan Essex	Governance Services Manager
Alex Greatholder	Principal Strategy & Policy Officer
David Harris	Transport Strategy & Place Manager
Lyndsey Roberts	Scrutiny Officer

1. Apologies for Absence

Apologies for absence were received from Councillor Gurdev Hayre (Coventry) and Kashmire Hawker (Young Combined Authority)

2. Appointment of Vice-Chair

It was agreed that the appointment of a Vice-Chair for the Transport Scrutiny Sub-Committee 2021/22 be deferred to the next meeting.

3. Chair's Remarks

The Chair welcomed members to the first meeting of the year and invited everyone to introduce themselves and explain how they saw the role of the sub-committee for the forthcoming year.

4. Minutes - 22 February 2021

The minutes of the meeting held on 22 February 2021 were agreed as a correct record.

5. Matters Arising

(a) Review of Transport Governance

The Governance Services Manager provided an update on the activities undertaken as part of the review of transport governance that had been undertaken and he confirmed that the review had now been completed and the majority of recommendations adopted and implemented.

(b) **Financial Monitoring Report**

Whilst recognising that the Transport Delivery Committee currently had oversight of the transport budget, the Chair considered that the financial position on the transport budget should also be considered by the Transport Scrutiny Sub-Committee to enable deeper scrutiny on any discrepancies within the budget. The Governance Services Manager undertook to look into the potential to schedule this at future meetings.

6. Schedule of Future Meetings

The schedule of meetings was agreed as follows:

- 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

7. West Midlands Local Transport Plan: Green Paper Engagement

The committee received a presentation from the Transport Strategy & Place Manager and the Principal Strategy & Policy Officer on the new Local Transport Plan for the region.

Transport for West Midlands was currently developing a new Local Transport Plan for the region. To support and inform the development of the plan, Transport for West Midlands had published a Green Paper to help build awareness of the role of transport in helping to create a more prosperous and better connected West Midlands which was fairer, greener and healthier. Within the Green Paper there were ideas to explore with local authorities, the public, regional businesses and other key stakeholders on what the future could look like and how and why it might plan and manage the transport system differently.

The Transport Strategy & Place Manager sought the views of the committee on the Green Paper that would be fed back to inform a session with the leaders of the West Midlands on the future transport strategy.

Members discussed and shared comments on the complexity and scale of the challenge, the use of e-scooters as an alternative mode of transport, the need for a sufficient bus and train network to meet consumer demand and expectations, the importance of engagement with members of the public to ensure behavioural change, and concerns regarding the implications of the Commonwealth Games on the current transport network system. Members also highlighted the importance of the need for Transport for West Midlands to develop a transport network that would allow passengers to have the same freedom to move around the region as was currently enjoyed by car owners.

With regard to '20 minute neighbourhoods', the Transport Strategy & Place Manager explained that there was a plan to commission work to understand what accessibility looked like across the West Midlands and how land use and mobility had changed consumer demand.

Resolved:

That the presentation be noted and comments on the Green Paper be fed back to inform a session with the leaders of the West Midlands on the future transport strategy.

8. Potential Sub-Committee Work Programme

The sub-committee discussed its draft work programme on business for consideration at future meetings and at the WMCA Board.

It was reported that there was an opportunity for some members of the Transport Scrutiny Sub-Committee to work alongside a small group of colleagues on the Overview & Scrutiny Committee and the Head of Environment on the role of the WMCA in air quality related issues and how this aligned with the work of local authorities. It was noted that there would be additional requirements as a result of the outcome of the Environment Bill that was expected in the autumn.

Resolved:

The sub-committee work programme be noted.

9. Date of Next Meeting

The next meeting of the committee would be held on Monday 13 September 2021 at 10.00am.

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Future Bus Delivery Options

13th September 2021

Steve Hayes
Head of Network Transformation

Who runs the buses?

- Buses deregulated since 1985
- Operators determine routes, frequencies, hours of operation and fares
- Influenced by public sector (through Bus Alliance), but ultimately commercial decisions
- Public sector then provides subsidy for services not commercially viable, fares concessions and to support other non-commercial interventions (e.g. zero emission buses)
- 2017 Bus Service Act provides opportunity for new powers for Mayoral CA's to have greater influence / control through Enhanced Partnerships and bus franchising.

West Midlands ‘Vision for Bus’

Adopted by the CA in 2019, the region’s Vision for Bus sets out objectives to define the role of the bus in meeting some of challenges as a region:

Page 71

- Need to reduce environmental impact of transport
- Enable growth without unacceptable impact on congestion
- Supporting access to essential services and opportunities (around 30% of adults have no access to a car)



Vision for Bus

“A world-class integrated, reliable, zero emission public transport system providing inclusive travel for all across the West Midlands with excellent customer service and simple payment and ticketing options.

People will be able to make easy and safe door-to-door journeys, by offering new innovative transport solutions and decreasing the need of private single occupancy car journeys.”

National Bus Strategy, published March 2021 contains very similar aims and requires us to publish a ‘Bus Service Improvement Plan’ to lay out how we will achieve all of this.

Vision for Bus ‘Objectives’

1. UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality
2. Fully integrated bus network including local demand responsive and mass transit services supporting rail, coach and Metro interchange as one network
3. Simple, convenient and easy to use payment options including full capping providing a network which is value for money and affordable for all customers
4. Fewer private car journeys by creating the mode of choice and tackling long held barriers and perceptions
5. A safe and secure passenger experience
6. Accountable network performance management – manage reliability
7. World leading customer information utilising 5G and all available technologies & platforms
8. All young people under 25 supported by discounted travel
9. Evolve a network to support the 24/7 thriving economy connecting people to new and developing modes and destinations

Bus Delivery Options Timeline - TfWM

WMCA approves Vision for Bus and requests OBC for bus delivery options

June 2019



National Bus Strategy Launched requiring all LTAs to utilise either Enhanced Partnership or Bus Franchising

March 2021



OBC report is revised to assess the impacts of Covid 19 is assessing Bus Delivery Options

July - August 2021

March 2020

Covid 19 hits and all bus services are supported by national and local Government funding



June 2021
TfWM advises Government of intention to use EP for BSIP development and assess franchising alongside





Enhanced Partnerships

2017 Bus Services Act creates 'Enhanced Partnerships' (EPs) to permit greater influence for LAs and LTAs in negotiating partnerships with bus operators

In 2019 TfWM embarked on the development of an EP for the region to support the delivery of Sprint BRT on the A34 and A45 routes

In 2021 the UK's first metropolitan EP was created to support Sprint services paving the way for the plan to be used to deliver further partnerships across the region (subject to negotiation with LAs and bus operators)

In June 2021 TfWM advised Government of its intention to deliver the BSIP through EP whilst further assessments of Bus Franchising would continue alongside

Bus Franchising

- 2017 Bus Service Act provides opportunity for new powers for Mayoral CA's to have greater control – specifying and contracting out operations rather than deregulated
- In 2020, TfWM began outline assessment of franchising to understand if there is likely to be a positive business case for Franchising in the region
- Data collected from operators to understand financial implications and help model future scenarios
- Pre-covid data. Assumptions made about long-term impacts on patronage and profitability
- Assessment considers how effectively the 'Vision for Bus' can be delivered in different regulatory scenarios

Outcomes

- Work not quite complete, but clear themes emerging:
- Franchising provides the best opportunity to deliver the ‘Vision for Bus’ most effectively, with WMCA having direct control over service provision.

Page 13

- Franchising likely to prove positive value for money over the longer term, with initial implementation costs being paid back through reduced subsidies and funding over time (or delivering more with same levels of funding).
- Franchising not without risks which will need mitigating, including initial financial outlay, long term revenue risks (e.g. Covid decimating revenue) and possible response of bus operators
 - Partnership has delivered significant benefits in the region and important to maintain and further develop relationships.

Next Steps

Page 14

- Conclude the outline business case
- Confirm costs of moving to Full Franchising Assessment
- Present the outcomes to CA Board in November, with a recommendation whether or not to proceed with the Full Franchising Assessment
- Continue to develop Enhanced Partnerships as initial mechanism to deliver Bus Service Improvement Plan and provide operators the opportunity to 'make franchising irrelevant' through far-reaching partnership commitments



Future Bus Delivery Options

Steve Hayes
Head of Network Transformation

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Transport Scrutiny Sub-Committee

Date	13 September 2021
Report title	Progress Report on West Midlands Cycle Hire Scheme
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk tel: (0121) 214 7444
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery email: sandeep.shingadia@tfwm.org.uk tel: (0121) 214 7169

Recommendation(s) for action or decision:

The Transport Scrutiny Sub-Committee is recommended to:

- (1) To review the progress to date of the West Midland's Cycle Hire Scheme ("WMCH Scheme").

1. Purpose

- 1.1. To advise on the WMCH Scheme's progress.
- 1.2. To advise on the future developments of the WMCH Scheme.

2. Background

- 2.1. TfWM terminated the contract with nextbike on 25 July 2019 and provided a public notice of termination on the TfWM and network west midlands website.
- 2.2. TfWM recommenced the procurement process which was finalised in December 2020 and appointed Serco as the successful supplier to deliver and manage the WMCH Scheme contract for a period of 5 years with an option to extend for a further 3 years.
- 2.3. £5 million was allocated from Transforming Cities Fund (TCF) to the WMCH Scheme to deliver 1500 bikes.
- 2.4. Following a competitive tender process Serco were identified as the successful operator of the WMCH Scheme and awarded the contract in November 2020.
- 2.5. West Midlands Cycle Hire is expected to create 25 new jobs in the region and support local business growth. The bike is built in Stratford-upon-Avon, the docking stations in Nuneaton, the electronics for the control system in Coventry and the locking mechanism in West Bromwich, all helping to support the local economy.
- 2.6. Serco will provide initially 1500 bikes, through a combination of 150 E-bikes and 1350 pedal bikes, within the West Midlands across all 7 local authority areas.
- 2.7. Serco will provide the infrastructure and a high-quality maintenance regime for cycles and docking stations over the 5-year contract period. There is an option to extend the contract by 3 years. The infrastructure is comprised of docking stations, which require no electricity inputs as the E-bikes are powered by interchangeable batteries. Advantageously, the docking stations can be easily relocated for large scale events, or there is the ability to use Geo-Fenced areas for short term overflow requirements such as festivals.
- 2.8. Phar Partnerships Limited have been appointed to engage with the Sponsorship market on behalf of TfWM. They will identify potential sponsors for the WMCH Scheme and will provide key support in negotiating revenue and duration of the sponsorship deal.

3. Progress

- 3.1. Delivery of the WMCH Scheme commenced across the West Midlands on 8th February 2021 with a pilot trial in Sutton Coldfield. This was open to only WMCA and Birmingham City Council employees to enable testing ahead of the roll out. This was followed by a public launch from 8th March 2021. The table below shows the successful roll out across the West Midlands until 30 July 2021.
- 3.2. Please note that E-bikes will be delivered in late Autumn 2021 due to international supply issues of parts. There are a few docks still to be installed due to licences, planning approval or agreements with Network Rail.

Area	Launch date	Number of docking stations and bikes (pedal) available
Sutton Coldfield	8th March 2021	7 stations, 40 bikes
Wolverhampton	8th March 2021	22 stations, 147 bikes
Coventry	29th March 2021	24 stations, 184 bikes
Stourbridge	26th April 2021	9 stations, 53 bikes
Solihull	28th April 2021	10 stations, 65 bikes
Walsall	30th April 2021	9 stations, 59 bikes
Birmingham	24th May 2021	61 stations, 449 bikes
Sandwell	21st June	10 stations, 68 bikes

4. Tariff

4.1 Currently pay as you ride is only available, although two new discounted tariffs will be available from September 2021 and will be reviewed regularly. All tariffs apply across the TfWM area.

4.2 Pay as you Ride costs:

- Pedal - £1 unlock fee + 5p per minute
- E-bike - £1 unlock fee +10p per minute
- The first 30 minutes of first journey is free currently for new users. This offer expires end of November 2021.

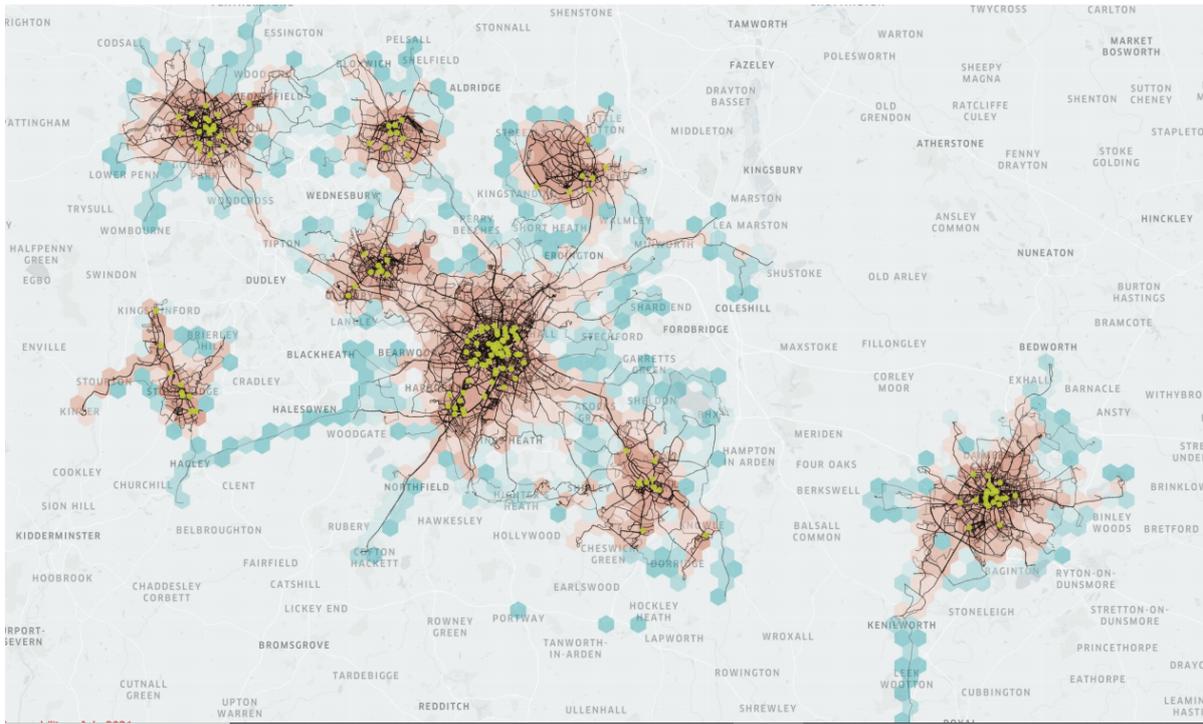
4.3 New Pedal bike tariffs (pedal bike only):

- Early Morning Offer – From 6am to 11am, users will only pay the 5p per minute (pedal only) – a 20-minute ride will cost £1 instead of £2.
- Minute bundles will enable users to pre-pay for use, avoiding the £1 unlock fee for pedal bikes. Users will be able to buy bundles for e-bikes with a £1 unlock fee for each ride from autumn 2021.

5. Analytics

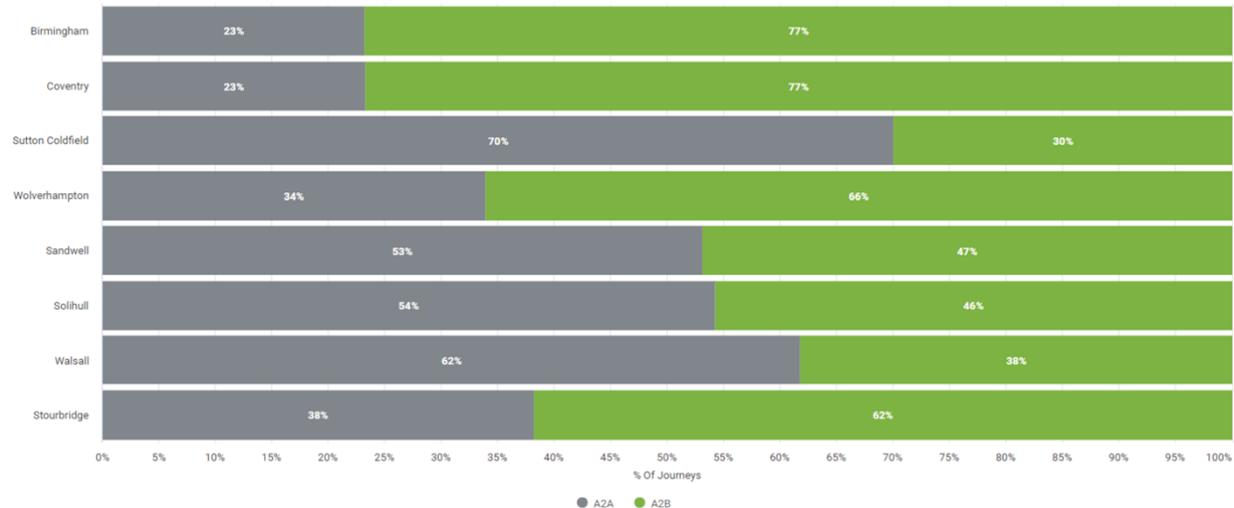
5.1 The WMCH Scheme's successes is measured through data tracking of journey length and time, new and returning users and a range of analytics as part of a high-level monitoring and evaluation framework.

5.2 As of 25 July 2021, 87,000 journeys have been achieved, closing in on 100,000 journeys in August 2021. 38,500 users have successfully registered through the Beryl app. A significant portion of rides are short, achieving an average duration of 32 minutes and around 3.1km



5.3 The above figure shows journey data (GPS). Note the stronger the black line, the trips have occurred on this route. The docking station locations are represented by green dots. Journeys that are cross border are emerging since the WMCH Scheme fully rolled out.

5.4 Journeys are a mixture of A to A (same dock hire and return) and A to B (starting dock is different to ending dock) and this varies from each local authority area as the figure below exemplifies.



6. Added Value

6.1 The WMCH Scheme has worked closely with British Cycling to deliver a number of cycle skills sessions using the bikes over August 2021. These have been successfully attended and supported citizens to gain confidence cycling. From September 2021, work will commence promoting the WMCH Scheme across Freshers fairs and businesses.

7. Future Developments

- 7.1 There are several developments on the horizon including 24 new docking stations to be added to the network in autumn 2021, increasing the reach of the WMCH Scheme – sites include the University of Warwick.
- 7.2 Funding is being sought for increasing the number of bikes and e-bikes available across the region. These will be allocated across the region according to demand, infrastructure, demographics and with large scale events and in mind. There will be a blend of pedal and e-bikes.

8. Financial Implications

- 8.1 The Transforming Cities Fund (TCF) was announced for Mayoral Combined Authorities at the 2017 Autumn Budget. As part of the TCF, the West Midlands Combined Authority was awarded £321.5m through the Transforming Cities Fund (TCF) by the DfT to WMCA. This is made up of two separate tranches of funding, whereby the first tranche is £250m (TCF1) and the second is £71.5m (TCF2).
- 8.2 The TCF2 allocation was awarded following the Budget on 29 October 2018 and confirmed the WMCA allocation would be an additional £71.5m over and above the £250m which was announced in March 2018.
- 8.3 A total of £23m investment through Transforming Cities Fund (TCF) is included within the £321.5m total and has been allocated to support the ambition contained within the Cycling Charter to achieve £10 per head.
- 8.4 A sum of £5m out of the £23m TCF allocation towards cycling and walking has been allocated towards the WMCH scheme and has been utilised in order to set up the scheme and deliver the 1500 bikes
- 8.5 As per section 7.2 above, funding is being sought in order to increase the total number of bikes available. Any expansion to the scheme is subject to financial scrutiny in order to ensure that WMCA is not exposed to any undue risk. As per WMCA Board July 2020, and as WMCA as a public body cannot take on any undue financial risk exposure, a funding reserve provision of £4.6m had been set aside to manage WMCA exposure to losses over the 5-year period. This provision was set aside from TfWM re-prioritised resources.

9. Legal Implications

- 9.1 In accordance with Regulation 30 of the Public Contracts Regulations 2015 ("PCR 2015"), WMCA entered into an Agreement with Serco Limited dated 23rd November 2020 relating to the provision of services for the West Midlands Cycle Hire Scheme. Pursuant to the Change Control Request Procedure set out at schedule 7 of the Agreement, additional services such as increasing the number of Docking Stations and Bicycles (which includes e-bikes), are permitted under the terms of the Agreement. Legal Services shall liaise and work with the clients and Serco Limited to ensure that the requisite documentation is completed in accordance with Schedule 7 of the Agreement and any amendments required to the Agreement (including schedules) are captured accordingly.

10. Impact on Delivery of Strategic Transport Plan

10.1 The current West Midlands Local Transport Plan: “Movement for Growth, strategic transport plan (2016)”, is currently being reviewed. The new LTP will fully incorporate the West Midlands LCWIP as a fundamental element of the transport approach to meet 5 motives for change:

- Tackling the climate emergency
- Creating a fairer society
- Supporting local communities and places
- Becoming more active
- Sustaining economic success

10.2 Higher levels of walking and cycling, through improved infrastructure and supporting measures, are integral to the plan.

11. Equalities Implications

11.1 The Cycling Charter Action Plan does not result in any negative disproportionate impact for any of the protected characteristics. It is envisaged that the programme will have a positive impact on all protected characteristics. Equality monitoring of participation on all related events and training shows that the participants are representative of the West Midlands Metropolitan area population – in terms of gender, age, disability and ethnicity.

11.2 There will be opportunity to engage with adapted bikes for people with special needs in a bike share scheme.

12. Inclusive Growth Implications

12.1 Encouraging cycling and walking in the West Midlands LCWIP supports inclusive growth by supporting the following themes:

- Affordable, safe, and connected places
- Sustainability
- Health and Wellbeing
- Equality
- Economy

12.2 A high proportion of West Midlands residents have no access to a pedal or e-cycle. Cycle hire schemes improve access to cycles for those who cannot afford or have the required space for a cycle. They also important in supporting the last mile of multi-modal journeys. Moreover, active travel encourages people to combine physical activity as part of their journey which has a positive impact on health and wellbeing as well as air quality.

12.3 As accessible and low-cost modes of transport, cycling and walking can help people access their local high streets, jobs and education.

13. Geographical Area of Report's Implications

- 13.1 Transport for West Midlands will work with the Constituent Local Authorities to manage cross border relationships and align cycling and walking schemes to ensure consistency in access and quality. Approximately 57% of all journeys (all modes) in the West Midlands cross an administrative boundary (of one of the seven constituent local authorities).

14. Other Implications

- 14.1 Improving cycling and walking provisions to increase levels of active travel will have a positive impact on air quality, physical and mental health.

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West Midlands Cycle Hire

Summer 2021

West Midlands Cycle Hire Overview

- Scheme is to operate across all 7 Local Authorities
- 5-year contract with Serco with the ability for an additional 3 years if KPIs are met
- Assets owned by TfWM, managed by Serco
- 1500 Bikes (1350 Mechanical and 150 E Bikes)
- Docked scheme with some Geo Fencing in key in demand destinations and Special Events (i.e. Stations)
- Future full integration with Swift payment mechanism
- Bikes to COMO UK standard plus TfWM additions (bell, lights)



The Bike

Built in Stratford Up Avon

Technology supplied by Beryl a UK company

Bike components built in West Bromwich and Coventry

Docks built in Nuneaton

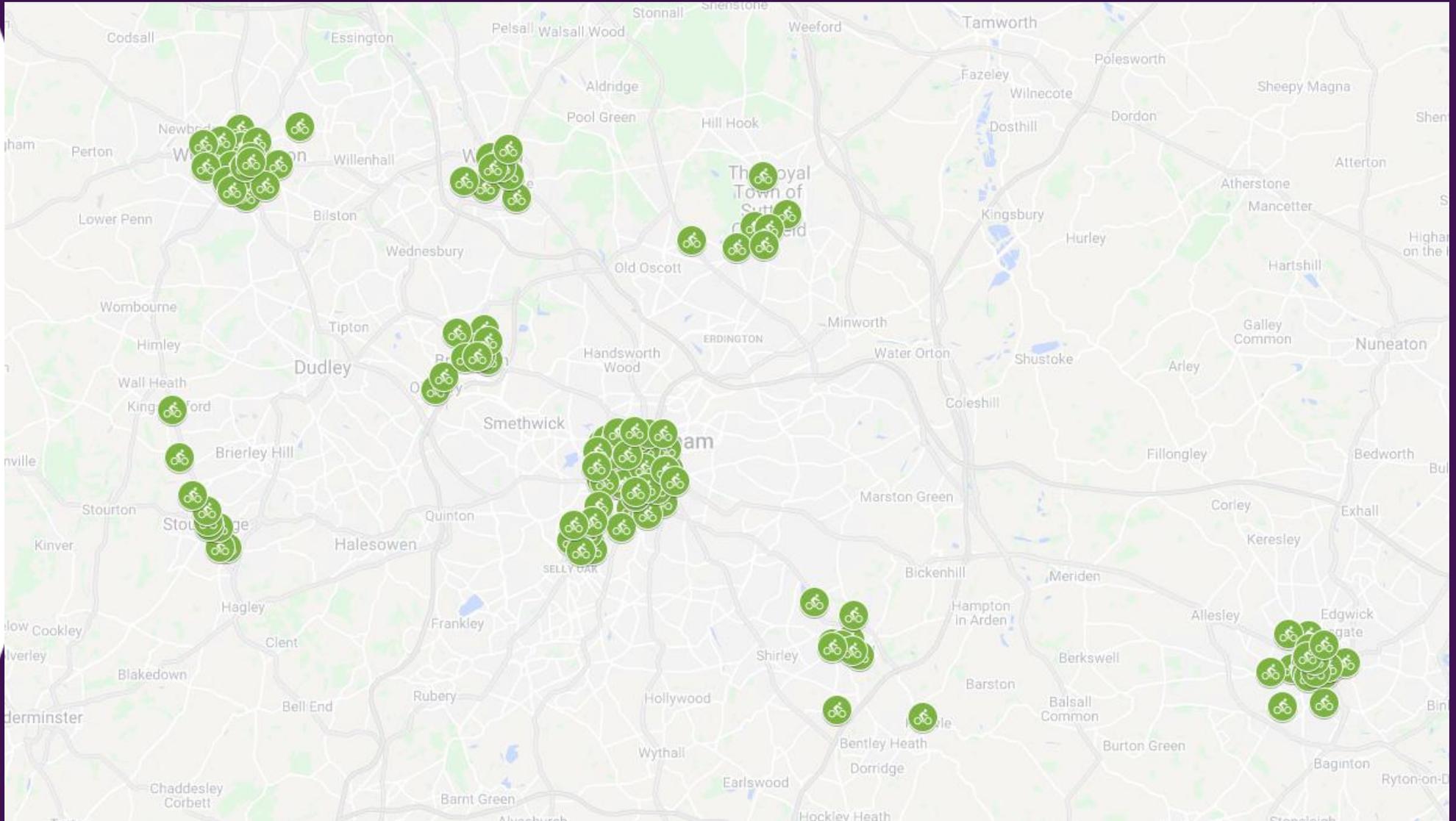
Smart Bike, dumb dock

3 gears

Space on front basket and rear wheel for sponsorship

Expected 5-10 year life span

Docking Station Locations



Tariff Guide

To be introduced September 2021

PAYR

Minute Bundle

Early Morning Saver

Pedal

£1 unlock fee + 5p p/min

10mins ride + £1.50

Ebike

£1 unlock fee + 10p
p/min

Cost examples:
10mins ride + £2

Pedal

100 mins = £5

300 mins = £15

600 mins = £30

Pedal

Between 6am and 11am
5p p/min

20 mins ride = £1

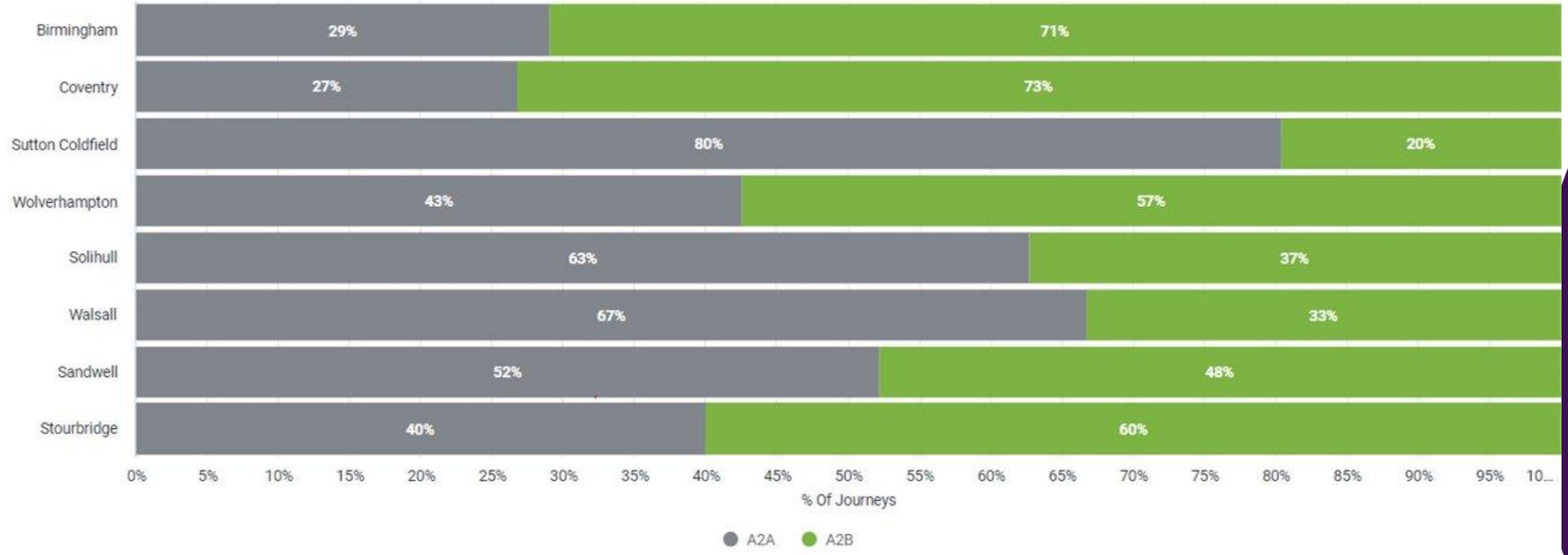
Other Charges

- Page 29
• out of docking station £5
- Bike out of Zone £10
- Maximum ride charge £10

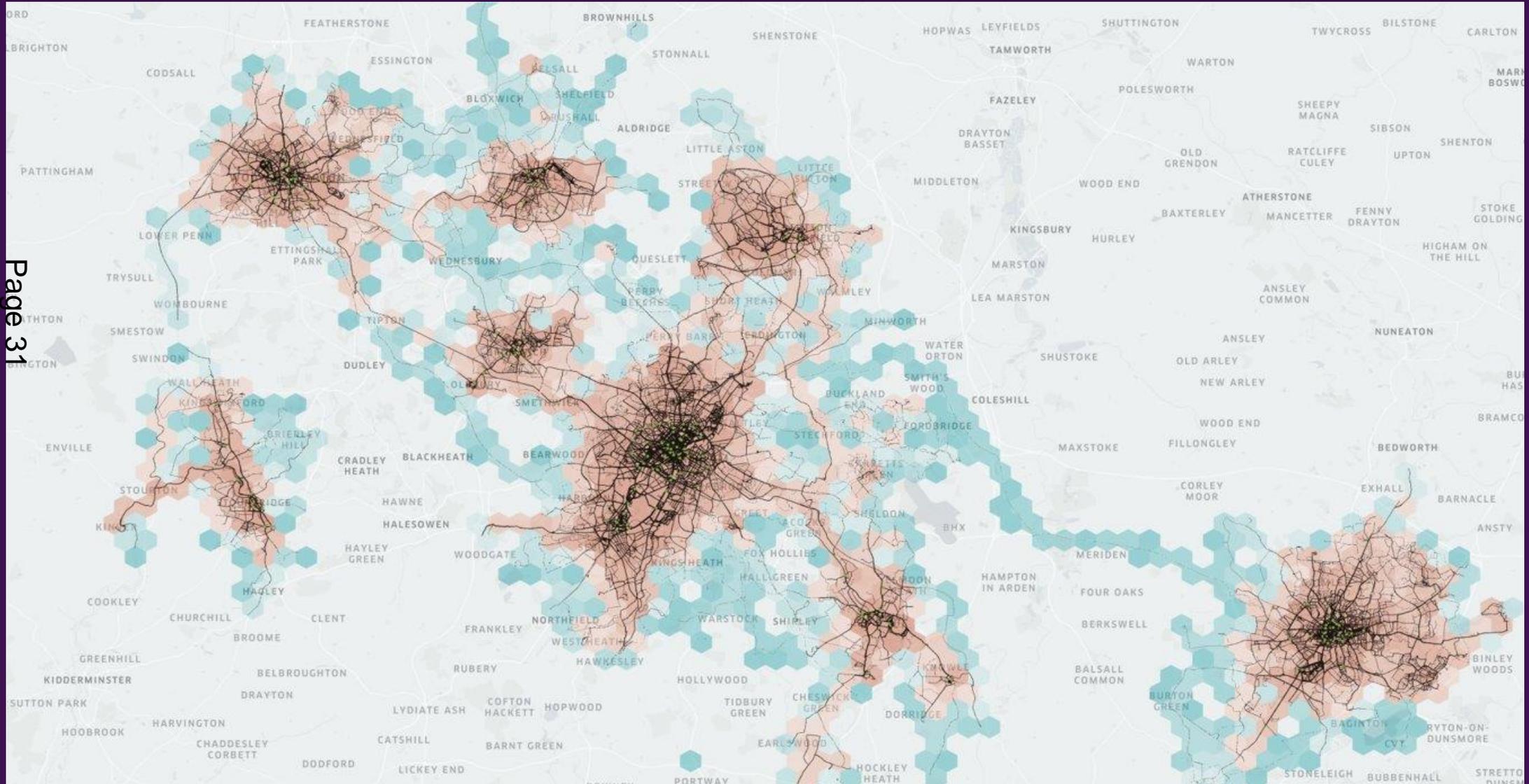


June 2021 – A2A/A2B Journey % Split

Page 30



Scheme GPS data of rides



Scheme data

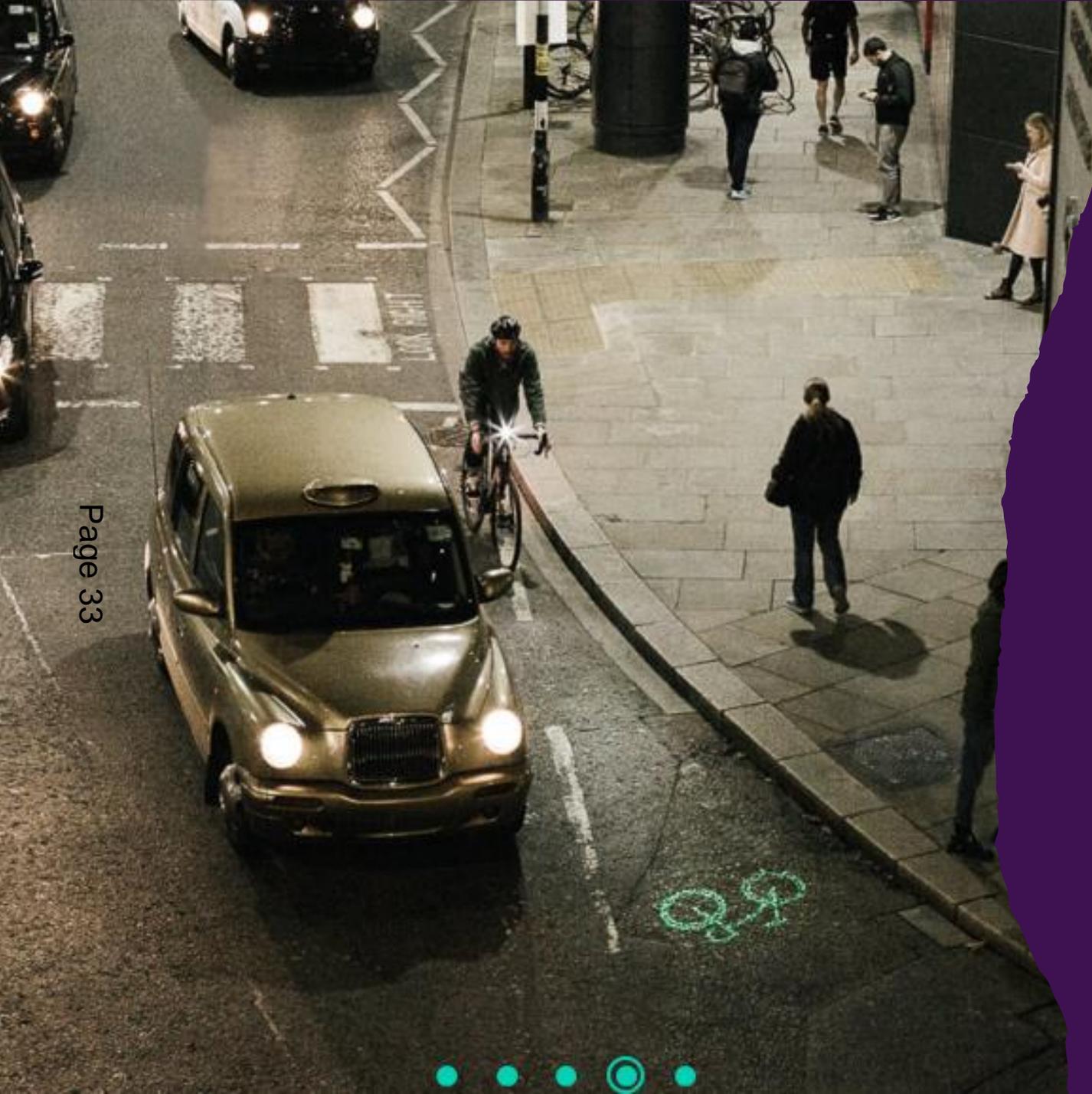
50,000
Hours ridden

38,500
Registered
users

Average
Journey is
32mins

87,000
Journeys
made





Scheme Development

500 hundred additional bikes (67 docking locations)

- Split 50/50 or 100% Ebikes

Distribute bikes over the West Midlands

- Revenue, usage, demographics

Lead time is 12 months



Scheme Communications

- wmcyclehire.co.uk
- Contact centre number 0345 0348616
- Facebook Instagram and Twitter #wmcyclehire
@wmcyclehire
- You Tube [West Midlands Cycle Hire – YouTube](#)



Transport Scrutiny Sub-Committee

Date	13 September 2021
Report title	Progress Report on West Midlands' eScooter Trial
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk tel: (0121) 214 7444
Accountable Employee	Mark Collins, Innovation Integration Lead, Transport for West Midlands email: mark.collins@tfwm.org.uk tel: 07500 915508

Recommendation(s) for action or decision:

The Transport Scrutiny Sub-Committee is recommended to:

- (1) Review the progress to date of the West Midlands' eScooter Trial.

1. Purpose

- 1.1. To advise on the WM eScooter Trial progress.
- 1.2. To advise on the future developments.

2. Key Statistics

- The West Midlands eScooter Trial (WMeT) commenced in September 2020 in Birmingham and Coventry. An additional trial area covering West Bromwich town centre became operational in December 2020
- Around 600,000 individual rides have been undertaken and over 1.6million kilometres ridden to date – over four times the distance to the Moon
- Surveys indicate around 30% of eScooter journeys replace a car journey equating to removal of approximately 180,000 car trips during the operation of the scheme to date
- Fourteen incidents involving Voi eScooters have resulted in “serious injury” (classified as injury requiring some professional medical attention). There have been no known emergency admissions to hospital as a result of incidents involving Voi eScooters within the West Midlands region
- Emerging evidence suggests WMeT fleet hire eScooters are operating at least as safely as comparable modes such as cycling
- Excellent uptake of Voi 4 Heroes initiative to assist key workers travelling during pandemic lockdown with 70,000 rides taken under the scheme free of charge
- eScooters are popular for leisure travel, however surveys indicate around a quarter of journeys are undertaken for day-to-day travel to work purposes
- Travel surveys so far indicate that eScooters are complementing the operation of public transport services, with around two fifths of journeys connecting to / from public transport routes as a multi-modal form of travel. This is particularly evident for trips undertaken for the purpose of accessing work and education

3. Background

- 3.1. In the Spring of 2020 the DfT announced its intention to conduct a trial of eScooter technology across the UK. The key objectives of the trial were to assist with the safe and sustainable reopening of the economy and transport systems during the Covid lockdown and as a mechanism to undertake structured learning exercise concerning the operation of eScooters on the UK’s transport network.
- 3.2. The decision to proceed with a trial in the West Midlands was set within the context of a marked increase in the sales, popularity and illegal use of private eScooters across the area’s highway network. Illegal use of private eScooters has led to a number of problems with associated anti-social behaviour (such as riding at excessive speed and pavement riding posing a risk to pedestrians) and a number of high-profile serious and fatal accidents.
- 3.3. Use of private eScooters was (and remains) illegal and as such is unregulated. However, due to the nature of the technology and the scale of adoption, such issues are difficult and extremely resource intensive to police and take effective enforcement action against. Short of taking action to impose a blanket ban on their sale, eScooters are likely to remain a notable presence on our highway network (whether or not some form of legalisation process is enacted to permit their use).

- 3.4. Whilst recognising the problems posed by illegal scooter use, their widespread adoption over recent years indicates they are likely to be fulfilling an identifiable transportation need for many people and helping to address gaps in the current transportation system that are not being filled by other modes. This certainly appears to have been the case during the various Covid lockdowns imposed over the course of the past eighteen months where, with public transport capacity severely restricted, eScooter fleets operated across the country as part of the formally sanctioned trial have proven extremely popular in providing the means by which key workers have commuted during this time.
- 3.5. Outside of a Covid response context eScooters can fulfil journeys for which walking choices are not practical. Not all travellers are comfortable or willing to cycle (with some preferring a stand-up stance for reasons of comfort, clothing, or disability) and eScooters provide an alternative. In the context of a fleet hire operation eScooters remove a barrier to ownership of high quality speed limited and regulated equipment. The use of this is often consumed by individuals alongside other mixed mode journey transport choices, including walking and public transport – overall helping provide more viable alternatives to car use and helping the delivery of transport de-carbonisation objectives.
- 3.6. Set against the background context as outlined above, the West Midlands Combined Authorities (WMCA) took the decision to participate in the trial as a mechanism to assess whether and how eScooters should / can be safely integrated into the transport system. The WMCA considered that the trial would offer a unique and important opportunity obtain first hand data allowing evaluation and refinement of practical measures to manage and control issues such as parking and storage, interaction between eScooters and other highway users (notably pedestrians and vulnerable road users), speeds and safety. It would also place the region in a good position to influence the national debate concerning potential future legalisation in relation to eScooters from the knowledge and experience gained.
- 3.7. Whilst the WMCA acted jointly to facilitate and coordinate a trial across the region as a whole, each individual authority has retained discretion over whether, when and where trial schemes operate in their area. If choosing to participate, each authority must comply with the overarching regulations and contractual obligations governing the regional scheme. Following a formal tender process, Swedish operator Voi were selected as the sole operator across the region.
- 3.8. In combination, national and locally agreed regulations governing the operation of the trial include a variety of operational features to ensure safe operation including:
- Maintenance of **minimum vehicle standards** in relation to size, weight, power output and maximum speed. Vehicles are also required to feature lights, brakes and a bell;
 - **Insurance** for operation on street and a requirement that all users are a **minimum of eighteen years old and hold a provisional driving licence**;
 - **Extensive geofencing** to prevent scooters operating outside of the permitted zone and to ensure **control of speeds** in sensitive locations;
 - **Management of parking** on-street to ensure that vehicles do not create an obstruction for other road users (notably pedestrians). This is achieved through a variety of means including:
 - Identification of specific geofenced parking areas where scooters are permitted to park;

- Requirement for users to submit a photograph of the vehicle once parked to ensure it is satisfactorily parked. Any user not parking the scooter correctly receives a £25 fine; and,
 - On-street patrols by Voi staff to check parking activity and proactively re-park vehicles left in inappropriate locations.
 - **Active patrolling on-street** to monitor user behaviour and issue sanctions against users observed using the scooter fleet incorrectly. Any user seen by Voi's ambassadorial staff to be riding on the footway, twin-riding or behaving anti-socially is issued with a "first strike" resulting in an immediate seven -day suspension from using the service. If a user is caught a second time, they receive a 30-day suspension and on the third occasion, their account is suspended indefinitely.
- 3.9. Initial launches took place in Birmingham and Coventry city centres in September 2020 with the initial fleet deployment restricted to 50 vehicles in each case. The Coventry trial was suspended after teething problems in first few days of operation, but the Birmingham trial has continued uninterrupted since launch since which time both the fleet size and geographical area covered have increased substantially (now standing at 1,500 vehicles within an operational area of 36 sq. km.)
- 3.10. Operations were recommenced in Coventry centred on the University of Warwick campus in early 2021. An additional small-scale trial covering West Bromwich town centre has been in operation since December 2020.
- 3.11. The UK wide trial was originally scheduled to run until March 2021 however, the DfT have subsequently extended the trial period to last until March 2022. The West Midlands Combined Authority has made arrangements to allow for a local extension of the regional trial to continue until this time however, individual authority areas retain discretion over whether or not trials remain operational.
- 3.12. Aside from the input of some staff resource to help facilitate implementation of the trials in each participating authority area, the financing of the scheme is borne by the operator Voi. This includes the supply of fleet vehicles, back office / warehouse operations, fleet management and monitoring on street and on street parking infrastructure. The contractual agreement in place requires Voi to make a small payment of £20 per scooter deployed to help cover administrative costs of running the scheme.
- 3.13. With around 1,650 scooters deployed across the region to date (around 1,500 in Birmingham, 100 at the University of Warwick and 50 in Sandwell), Voi has created 53 new jobs associated with delivery and operation of the scheme. With further fleet and area expansion planned, this figure is set to increase over the coming months.

4. Progress

- 4.1. As of mid-August 2021, around 600,000 individual rides have been undertaken on Voi scooters across the region with over 1.6 million kilometres ridden. As of late August a total of fourteen incidents involving a Voi eScooter resulting in serious injury (defined as one requiring some professional medical attention) had been recorded ranging from minor cuts and bruises that required dressing to a fractured arm / dislocated shoulder.

- 4.2. One of the key aspects of the trial is to understand how the public are responding to and using eScooters. To this end, both the operator Voi and Transport for West Midlands have recently undertaken user surveys to assess this. The significant findings from this activity indicate that around **30%** of all journeys undertaken by rental eScooters would have otherwise been undertaken by car, a significant saving of c.180,000 car trips regionally. Coupled with that, **10%** of all rides taken regionally have been under a Voi4Heros (100% free) or Voi4All (75% reduced) scheme. This helps highlight the social value of having the scheme active, benefiting those on low incomes or NHS workers.

Other insights from the surveying include:

- While most did not use e-scooters to travel to/from other forms of public transport, around two fifths did so for work trips and education trips. Bus was the most common mode to combine with e-scooter travel, the exception to this was for work trips where 25% travelled to/from train.
- When asked to rank the main reasons for using an e-scooter the top response was its *faster than other options*, closely followed by *entertainment/fun* and *can travel whenever I like*.
- The highest rated e-scooter attribute was *ease of hiring*, followed by *knowledge of laws for using e-scooters* (all rated above 7.5 out of 10). The lowest rated attribute was *value for money* (6.05) and the *standard of riding of other e-scooter riders* (6.41).
- The main further comment made was that *prices needed to be cheaper* (18%). 17% commented the *trial was an excellent idea* with some calls for operating hours and boundaries to be extended.

5. Stakeholder Engagement

- 5.1. All authorities engaged in delivery of the trial inclusive of operator Voi, Birmingham City Council and the WMCA / TfWM are committed to continued engagement and dialogue with a range of equalities groups and stakeholders inclusive of key authorities (e.g. police & fire service) together with representatives from our key consultees inclusive of RNIB, TPT, RoSPA, cycling groups and Guide Dogs to ensure consideration of the widest possible range of issues, viewpoints and concerns in relation to the trial. Initial sessions were undertaken via Teams in the summer of 2020 (pre-trial commencement) and have continued at regular intervals since (initially on a fortnightly basis, more recently on a monthly frequency). Such sessions have been invaluable to the trial team, informing discussion concerning a range of issues and greatly assisting the development of measures to address specific operational and safety concerns.
- 5.2. Throughout the Covid lockdown, face to face discussions have been difficult to facilitate however, where possible representatives of disability groups have been invited to Voi's rider training sessions. In the early summer 2021, representatives of Voi, each of the authorities operating a live trial and TfWM together with local councillors attended a session organised by the Thomas Pocklington Trust at the Focus Birmingham premises in Harborne to learn about / discuss the impact of the eScooter trial on blind / partially sighted users. As a result of the session further refinements to the operation of the scheme were implemented, notably improvements to parking management protocols and the need for additional parking rack infrastructure, further details of which are described in section 7 below.

- 5.3. More widely, as part of its UK wide operation, Voi is working with Open Inclusion: a UK wide panel of more than 500 people, including individuals with hearing loss, blind or partially sighted; neurodiverse; mobility or dexterity impaired; above or below average height; colour-blind; and/or over the age of 65. With Open Inclusion’s support, Voi aims to establish and adopt a pan-disability and age-inclusive approach into its operations to make micro-mobility more convenient and safer for everyone.

6. Operational Issues

- 6.1. Increased usage of the scheme throughout the duration of the trial coupled with expansion of the fleet and trial area has led to increased reports of operational issues from the public and key stakeholder groups. Broadly speaking, most comments and complaints received fall into one of three categories:

- Concerns about eScooters being parked on and blocking pavements where they can present an obstacle to pedestrians (notably mobility impaired individuals);
- Concerns about eScooters being ridden at speed on pavements and through pedestrian areas within the city centre;
- Concerns about anti-social and “twin” riding.

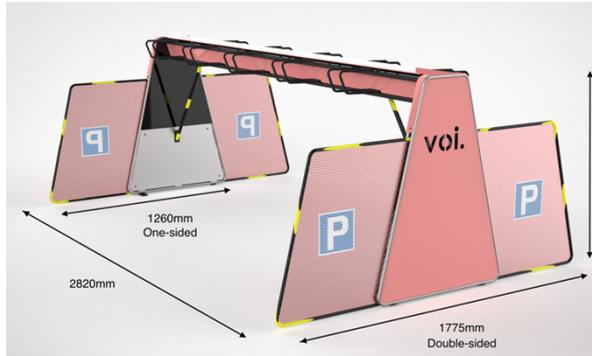
6.2. Parking / Pavement Obstruction

- Full deployment of the V4 fleet in early 2021 (***see image included at the end of the report for further details of features***) incorporating upgraded GPS locational software that has improved compliance with geofenced zones;
- Undertaking a full review of geofencing to identify and rectify any gaps in the system and to tighten up parking zone boundaries;
- Transition to a mandatory parking zone system in Birmingham city centre to tighten management of fleet and reduce potential for fly or obstructive parking in sensitive areas. This is being supported through the introduction of over 20 physical eScooter parking docks currently installed. The aim is to have over 60 deployed over the coming months as well as utilising on-ground markings to better identify parking bays;
- Deployment of additional on-street staff / management resources to guide users and reposition poorly parked scooters;
- Introduction of “Parking Cop” software in-app to tighten up rider compliance with parking protocols



-

Example of line marked parking bay to guide users to park in appropriate locations



Example of parking rack as recently installed in Birmingham

Further measures under development include:

- Working with BCC officers to identify suitable on-carriageway locations to position eScooter parking and remove it from the footway in sensitive and / or space constrained locations;
- Continued dialogue with stakeholders to identify and deal with specific locations where parking problems are reported;
- Development of additional, more sensitive software to improve remote / automated management of fleet and parking issues; and,
- Deployment of additional on-street staff resources in the medium-term to improve management ahead of additional software measures being implemented.

6.3. Concerns about pavement riding and twin riding

- Reinforcement of pre-ride instructions and direction given to riders via the app including incentivised training via the “Ride like Voila” initiative;
- Stickers on the eScooters reminding riders that pavement riding is illegal;
- Introduction of 3-strikes policy to enforce against anti-social riding behaviour (e.g. twin riding or pavement riding). Seven-day account suspension if caught for the first time, 30-day suspension for a second offence and indefinite ban for a third offence. Over 2,000 seven-day “first strike” suspensions have been issued, with only around 7% of riders going on to receive a “second strike” 30-day ban (indicating a strong effectiveness of this measure). To date less than 30 individuals have persisted with inappropriate behaviour and received an indefinite account suspension;
- Improved GPS positioning on the fleet improving adherence to geofenced zones;
- Increased deployment of on-street monitoring and “ambassadorial” resources to monitor behaviour and take enforcement action against poor riding behaviour where observed;
- Encouragement of public reporting of poor rider behaviour via “Report a Scooter” form online that simplifies the process of reporting; and,
- Improved vehicle identification plates to improve scooter and rider identification when reporting.

7. Safety

- 7.1. Since commencement of the trial in September 2020, a total of fourteen incidents involving a Voi eScooter resulting in serious injury (defined as an injury requiring professional medical attention) have been recorded across the region. All such incidents occurred in the Birmingham trial zone (by far the largest of the three currently in operation). Whilst the nature of some of the injuries sustained was quite serious – ranging from cuts and bruises to arm bone fractures / shoulder dislocation, no such incidents to date have resulted in any rider or injured third-party requiring emergency admission to hospital. All of the incidents were self-reported by riders and / or members of the public.
- 7.2. Thirteen of the recorded incidents involved injury to the rider only with no third-party involved. One incident involved injury to a third-party involving an individual reportedly having been struck by a scooter that was riding on the pavement.
- 7.3. Whilst all incidents resulting in injury are regrettable and clearly not to be dismissed, it is necessary to consider accident and injury rates in the context of the overall ridership figures. In the West Midlands, the data recorded to date indicates that one incident involving serious injury is recorded for every c.43,000 rides undertaken.
- 7.4. Direct statistical comparison of the safety of the eScooters operated as part of the hire trial with other comparable modes of travel (notably cycling) is difficult due to differences in the way data is collected and collated for different modes. For example, there is no comparable dataset of incidents resulting in “serious injury” involving cyclists or pedestrians from which to determine an estimated proportionate rate per distance travelled or similar.
- 7.5. Voi has advised that they are currently benchmarking early conclusions based on emergency hospital admission data. The reasoning behind this is that this data is published by the NHS for other modes of transport and Voi are fully confident that they would be made aware of any incident involving one of their fleet eScooters resulting in admission to hospital as an emergency case in their operational areas across the UK.
- 7.6. There have been no such incidents occur in Birmingham or the wider West Midlands during the course of the trial, although four involving Voi eScooters have occurred in their other UK operational areas. Based upon the distance data they hold, the Company advises that this equates to 0.8 emergency hospital admissions per million kilometres ridden (as of the 8th of May). It should be noted that as the number of hospital admissions is small, the figures and benchmarks for individual regions can deviate to be materially higher or lower than the average.
- 7.7. Data published by the NHS does keep a record of the number of incidents involving cyclists resulting in an individual requiring emergency admission to hospital. Analysis indicates that in the year 2019 – 20, there were 13,476 such admissions, equating to a rate of 2.4 per million km travelled. This is 3 times higher than for eScooters.

- 7.8. Whilst these figures are indicative only at this stage, and have some limitations around statistical relevance (requiring further corroboration and assessment in due course), it does provide a level of confidence that eScooters used in a regulated shared fleet hire context are not posing a relatively disproportionate level of risk to riders and other highway users comparable to other modes of transport. Of additional relevance is that early user survey data appears to indicate that a substantial proportion of eScooter journeys are being undertaken by individuals who would otherwise have used a car to travel, with cars being recognised to provide a relatively higher risk to vulnerable road users. The relative risk and safety to all highway users of increasing numbers of eScooters on the network will therefore need to be considered and interpreted in terms of its impact (positive and negative) on all other modes of transport and the relative interplay between them.

8. Tariff

- 8.1. Voi operates a default pay as you go (PayG) tariff plus 24 hour and monthly pre-paid passes. The PayG tariff is set at 20p per minute and also includes a £1 unlock fee. A 24-hour pass costs £10 and allows riders 45 minutes inclusive with no unlock fees. Standard monthly passes cost £40 and allow riders up to 45 minutes “free” riding per day. If riders exceed the daily 45-minute limit, they automatically default onto the 20p per minute PayG tariff for the remainder of their journey.
- 8.2. Under the “Voi4All” scheme, discounted monthly passes priced at £10 are available to individuals on low incomes. Over the course of the past year, with public transport services under severe capacity constraint as a result of the Covid response, Voi has also provided free rides for NHS staff to assist them accessing work through its “Voi4Heros” scheme.

9. Future Developments

- 9.1. The national trial has been extended to March 2022 and in due course the Strategic Transport Body and participating Local Authorities will provide direction to TfWM on whether to extend the current trial to this point. The Government will advise in due course on its intent post March 2022 and subject to this and any permanent national regulatory framework the region will need to consider how to respond.

10. Legal Implications

- 10.1. Provisions in place to permit the legal operation of Voi’s hire eScooter fleet have been secured through a combination of temporary national legislation that has been sanctioned for implementation locally. Rental eScooters operating as part of the trial do so legally within the confines of the strictly designated trial zones only and under the strict terms and conditions set out within by contractual obligation as described further in sections 3.2 and 4 above. The boundaries of all designated trial zones are tightly defined through geofencing and Voi’s eScooter fleet will not function in areas of the region not designated as a permitted zone. Use of private eScooters remains illegal on all highways and public areas within the region inclusive of those within the designated trial zones.

11. Impact on Delivery of Local Transport Plan

11.1. The existing West Midlands Local Transport Plan: “Movement for Growth, strategic transport plan (2016)”, is currently being reviewed. As the WM eScooter scheme remains a trial only, it is not possible to determine with any certainty whether or not eScooters will ultimately have a medium to long-term role to play in delivering the Region’s key objectives in relation to transportation and movement. This being said, the early indications concerning the modal shift potential of eScooters away from private car use are extremely encouraging. It is not clear as yet whether or not the DfT will be minded to sanction some form of permanent, longer-term legalisation of eScooters (be this in the form of hire schemes similar to the existing model or wider incorporation of private eScooters within the mix). Should the decision be taken to legalise eScooter usage in the medium-term and provided the negative impacts of scheme roll-out (as described in section 5) can be effectively managed and mitigated, the characteristics of eScooters appear to be compatible and complementary to the key objectives of the LTP including:

- Delivering environmental improvements
- Creating a fairer society
- Supporting local communities and places
- Becoming more active
- Sustaining economic success

12. Equalities & Inclusive Growth Implications

12.1. As described in section 6, the need to ensure the potential safety implications and negative impacts of eScooters on our network for other users of the highway (particularly vulnerable individuals and / or those with restricted mobility) is of paramount importance. Regular and direct engagement with stakeholder groups concerning mitigating the negative impacts of eScooters on the streetscape remains ongoing and is invaluable in refining the operation of the scheme, further details of which are set out in section 7. Preliminary survey findings appear to indicate that the WMeT eScooter fleet is delivering a real alternative to car travel for short – medium- distance travel within the region. Furthermore, as suggested by the success of the Voi4Heroes initiative, the scheme appears to be delivering an affordable last mile / cross-city travel option for individuals on lower incomes providing access to employment and training opportunities without recourse to purchasing or using a car.

13. Geographical Area of Report’s Implications

13.1. Transport for West Midlands will continue to work with the constituent local authorities to manage cross border relationships and align protocols governing eScooter operations in each authority area. TfWM will also work with colleagues both within the organisation and with our local authority partners to align and make compatible the key objectives of the eScooter trial with the overarching strategic priorities applicable to transportation policy across the region.

West Midlands eScooter Trial

Summer 2021



Overview



- In May 2020 the Secretary of State for Transport announced intention to accelerate eScooter trials as an emergency response to COVID-19. To this end emergency legislation was enacted, enabling their legal use in the specified trial areas.

Co-ordinated through TfWM, Voi we nominated as the sole regional provider for all WM trial areas.

Trials are currently active in Birmingham, Coventry and Sandwell with opportunity to still launch in other WM areas.

With trials starting in September 2020, the DfT announced in April that trials can run in all areas up to 31st March 2022 (an extension of 6 months on original 12-month plan).



Objectives

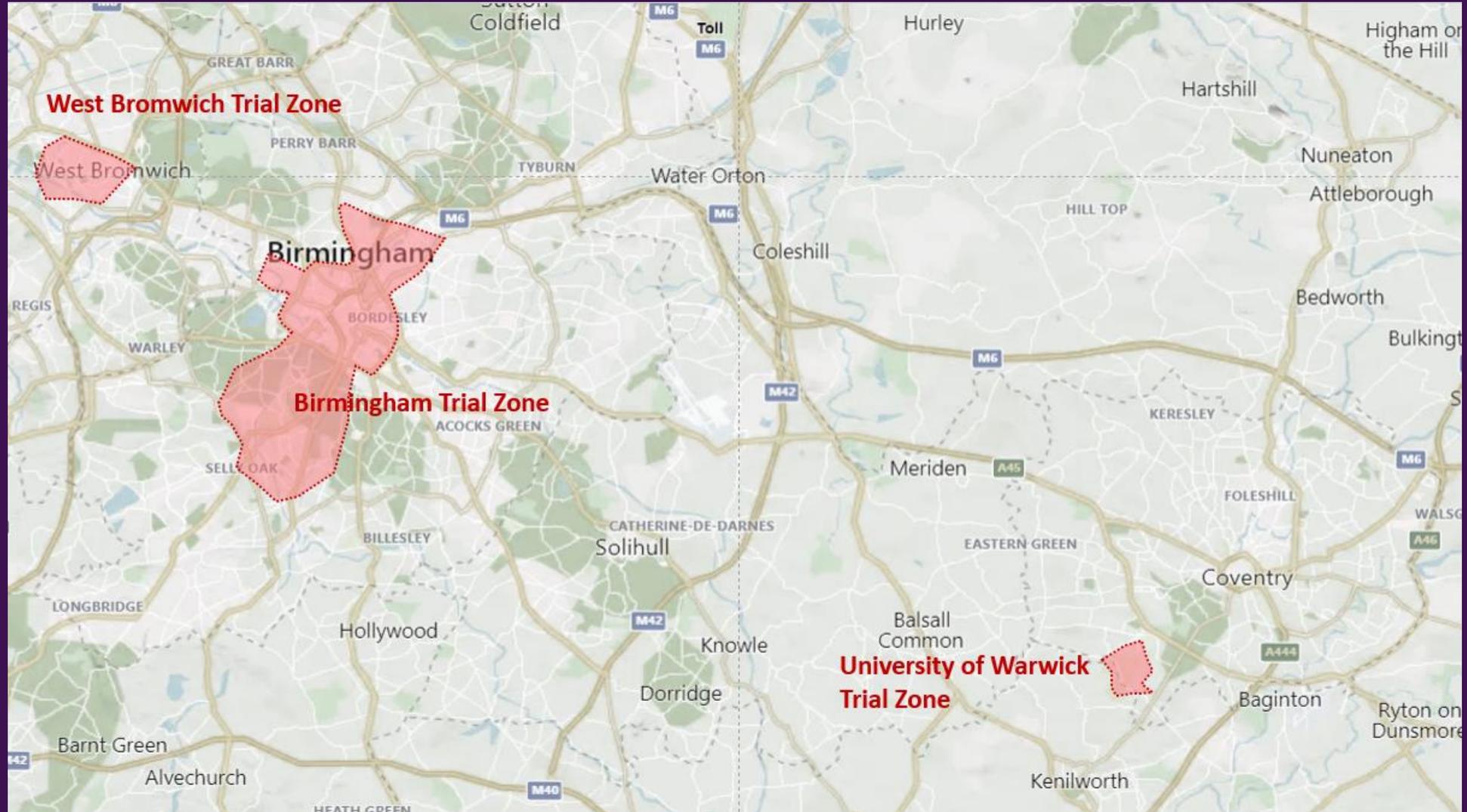
Integration – making access easier and linking modes together (e.g. mobility hub trials, payments through Swift).

Communications campaign – advertising opportunities of all sustainable modes regionally including continued incentivisation.

Continued expansion – opportunities around new city areas, eScooter numbers.

Operational improvements – continued rollout of existing measures (parking racks) and development of new features through existing collaborations (e.g. Voi and RNIB).

Operational Zones





Page 49

Progress



11 months active

Over 60,000 registered users

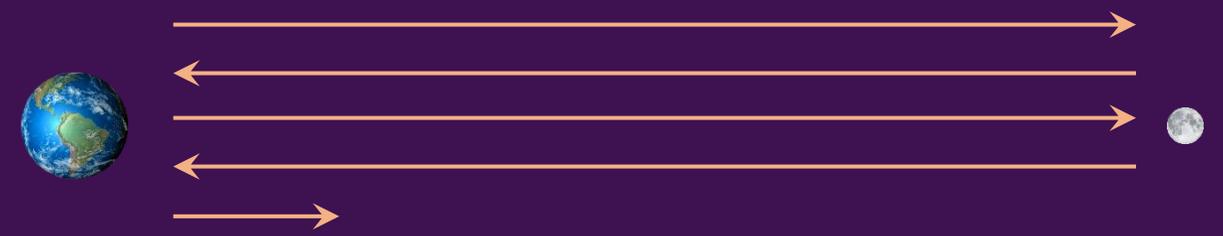
c. 600,000 individual rides

1.6million km ridden...that's over 4x to the moon!

10% of all rides taken under Voi4Heroes (100% free) or Voi4All (75% discount) schemes

30% of all journeys modes shift away from car

180,000 car journeys saved



Key Characteristics

Vehicles meet DfT standards – speed & power limitations, brakes, lighting;

Licensed and insured – minimum age of use 18, must hold minimum of a provisional licence, all scooters insured;

On-street & back-office monitoring & enforcement – on-street patrols and fleet management, 3-strikes policy, parking checks

Ongoing fleet maintenance – regular checks and servicing of fleet vehicles to ensure roadworthiness;

Pre-ride education on sign up – pedestrian / other road users, helmet use;

Extensive geofencing – to prevent access to restricted areas, implement slow zones and manage parking activity;

Challenges & Actions

Key Challenges

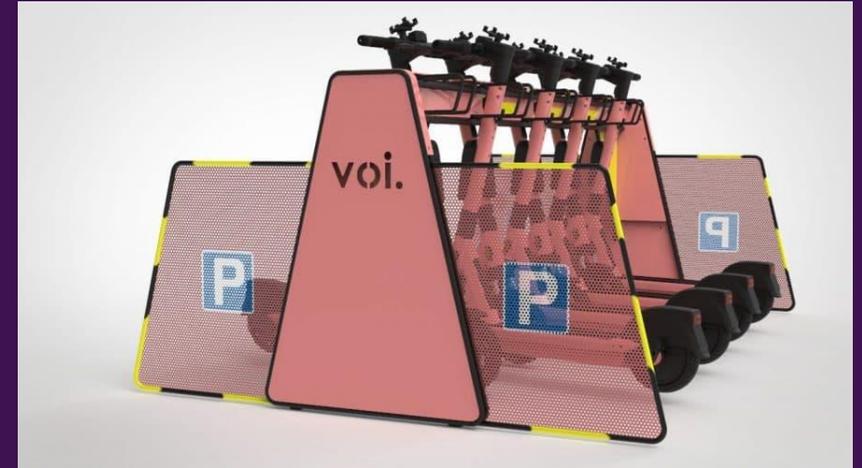
Antisocial behaviour – twin riding,
pavement riding;

Parking – locations, standards and street
clutter;

Complaint management – speed of issue
resolution;

Safety – pedestrian / other road users,
helmet use;

Access – where eScooters are / aren't
allowed



Key Actions

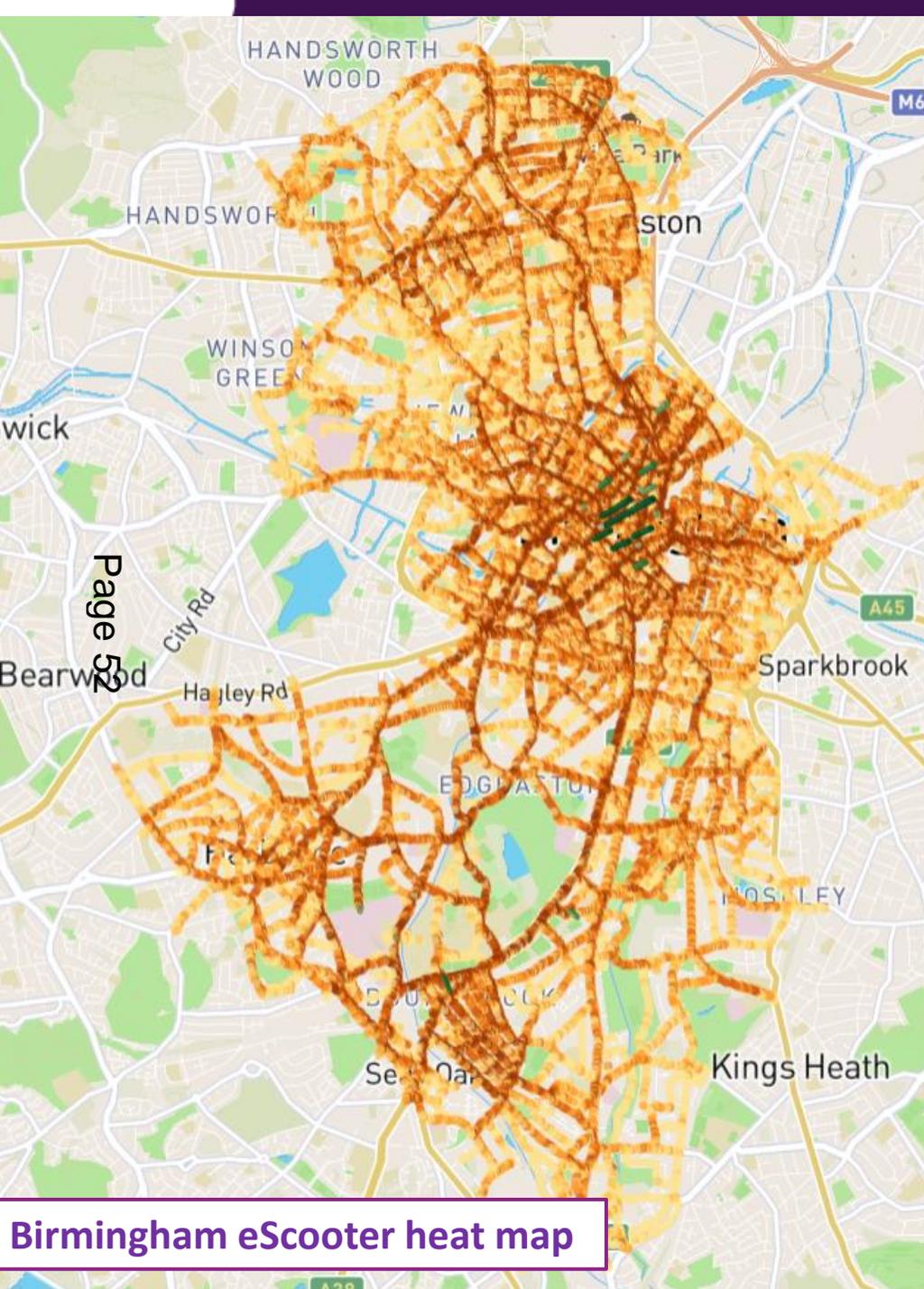
Ambassadors– increased across trial area,
increased enforcement

Parking racks – rolled out across the area,
particularly in Birmingham

Education & training – increased in person
sessions as lockdown eased

New technology– Parking cop, trials of audible
warning

Evaluation



Monitoring and evaluation studies are ongoing at a national and regional level.

At an early stage but it looks like around 1/3rd of journeys by eScooter would otherwise be undertaken by car.

The average journey time is around 15 minutes with an average journey distance of around 2km. Suited to “middle distance” travel.

Around 25% journeys undertaken for travel to work purposes

Around 40% of journeys integrated with public transport as multi-modal trips

Some serious incidents recorded but nothing to date that looks to be out of kilter with other modes.

Tariff Guide

Page 53

PAYR	24hr pass	Monthly pass	Discounted passes
<p>£1 unlock fee + 20p p/min</p> <p>10mins ride + £3.00</p> <p>(return of £1 unlock fee via incentivised parking mechanism)</p>	<p>£10</p> <p>45 minutes “free” minutes per day</p> <p>No unlock fees</p>	<p>£40</p> <p>No unlock fee</p> <p>45 minutes “free” minutes per day</p> <p>Reversion to 20p p/min PAYR tariff if 45 mins exceeded</p> <p>200 mins max minutes per day</p>	<p>Voi4All Low income monthly pass available for £10 (same conditions)</p> <p>Voi4Heroes free rides for NHS staff during Covid response (now discontinued)</p>

Next Steps

Integration – making access easier and linking modes together (e.g. mobility hub trials, payments through Swift).

Communications campaign – advertising opportunities of all sustainable modes regionally including continued incentivisation.

Continued expansion – opportunities around new city areas, eScooter numbers.

Operational improvements – continued rollout of existing measures (parking racks) and development of new features through existing collaborations (e.g. Voi and RNIB).

Scheme Communications

- www.voiscooters.com
- support@voiapp.io / info@voiapp.io
- Contact centre number 0800 376 8179
- Twitter @voitechnology

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DfT Key Route Network Consultation: *‘Powers and responsibilities for locally important roads’*

Adam Harrison

**Principal Policy & Strategy Officer
Policy, Strategy & Innovation, TfWM**

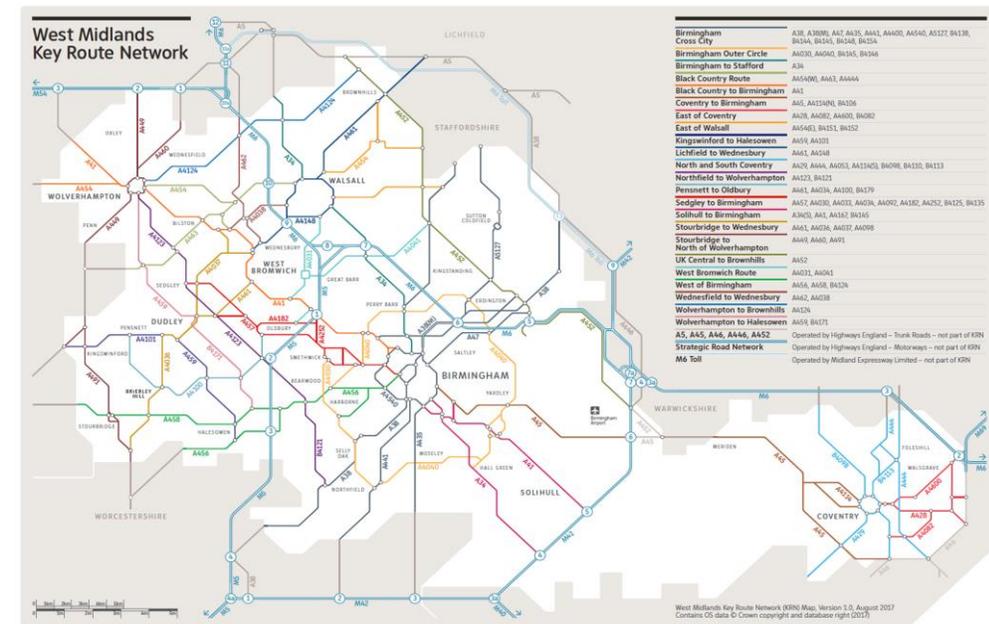
1. Introduction

- DfT wishes to devolve further powers and responsibilities for Key Route Networks (KRN) to Mayors & Mayoral Combined Authorities
- DfT wants Mayors to be able to deliver [Gear Change](#), [National Bus Strategy](#) and [Transport Decarbonisation Plan](#)
- [Consultation](#) seeks formal views on giving mayors more decision-making powers and accountability over the management of KRN
- Runs until the **24th September 2021**



2. Key Route Network (KRN)

- Established in 2015
- Developed with the constituent authorities (highways authorities)
- 605km network of key highways
- 7% of the actual roads but carries 50% of all traffic volumes
- Serving the main demand flows of people, goods and services
- Connects to the national road network



3. Mayoral Highway Powers for WMCA

- Secured new powers and funding from Devolution Deal 1 (2015) / 2 (2017)
- Developed in the spirit of collaboration
- WMCA is the Local Transport Authority (LTA) for the constituent area
- New transport duties *i.e. for the KRN*
- Complex arrangements *i.e. Mayor has specific transport powers but so does the WMCA*



WEST MIDLANDS
COMBINED
AUTHORITY
DEVOLUTION
AGREEMENT



WEST MIDLANDS COMBINED
AUTHORITY
A SECOND DEVOLUTION DEAL
TO PROMOTE GROWTH

3. Mayoral Highway Powers for WMCA

- KRN is a statutorily defined collection of roads, termed the ‘Combined Authority Roads’
- The only statutorily defined KRN
- Concurrent powers held by the Mayor (but conferred to TfWM) for:
 - *Road Safety;*
 - *Bus Lane Contravention;*
 - *Permit Schemes; and*
 - *Highways and transport works*
- Arrangements did not confer highway authority or traffic authority duties and powers to the Mayor or WMCA
- These powers are held solely by the constituent authorities

4. Consultation overview

Consultation options set by DfT could allow for:

- Key highway and traffic authority functions to be transferred from LAs to MCAs
- Mayors to have strategic control over the KRN, deciding how it is used, and managing the network
- MCAs to have the capabilities to manage the road network
- Powers over KRN to be standardised for all MCAs

Proposals are clearly sensitive for the constituent authorities

5. Constituent authorities positioning

- Authorities have stated that the consultation undermines the principles of the West Midlands Devolution Deal
- Specific concerns relate to:
 - Governance – *destabilising relationships, loss of local accountability and confusion for residents and road users*
 - Operation and management of the road network - *balance between KRN and local roads, and the potential for the duplication of roles*
 - Commercial impacts - *contractual management and commercial viability of existing contracts*

7. KRN collaboration opportunities

- Appetite for TfWM and constituent authorities to explore better ways of working, through the principle of collaboration
- This would help to build on:
 - *Developing a joint set of action plans to improve the KRN*
 - *Delivering a joint programme of highway infrastructure and signals upgrades*
 - *Continued joint working through the Regional Transport Coordination Centre*
 - *Progressing wider workstreams to review the Local Transport Plan (LTP) and other infrastructure deliver programmes*

8. Next steps

- Officers have been working together to develop a joint regional response
- The joint response will be based on the key principles of improving current ways of working, and not focused on where powers are held
- A number of constituent authorities also plan to respond individually
- Mayor and WMCA Leaders were briefed on this approach
- Final response to be submitted by 24th September

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Transport Scrutiny Sub-Committee

Date	13 September 2021
Report title	City Region Sustainable Transport Settlement Bid
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk tel: (0121) 214 7444
Accountable Employee	Anne Shaw, Interim Managing Director, TfWM email: Anne.Shaw@tfwm.org.uk tel: (0121) 214 7881

Recommendation(s) for action or decision:

The Transport Scrutiny Sub-Committee is recommended to:

1. Note that WMCA have been invited to submit a City Region Sustainable Transport Settlement (CRSTS) bid into Government to support capital transport investment within the region (April 2022 to March 2027), with both Highway Maintenance and Integrated Transport Block being subsumed within this new fund.
2. Note that the actual final allocation will be between a range of £0.780bn and £1.280bn for the five years, with the final allocation being dependant on the quality of the region's bid relative to the other seven city regions.
3. Note that dependent upon the final agreed financial allocation, WMCA will be required to locally agree a programme which fits the funding envelope approved by Government.
4. Note the requirements placed on WMCA as the accountable body and the management / monitoring arrangements which accompany this fund.

1. Purpose

- 1.1 To detail the principles and approach taken to developing the submission of a regional transport infrastructure programme into Government to be considered as part of the City Region Sustainable Transport Settlement (CRSTS).

2. Background

- 2.1 On 20 July 2021, WMCA and other Mayoral Combined Authorities received guidance from DfT pertaining to the CRSTS. Previously badged as the Intracity Transport Settlement, the fund is a five-year capital settlement to enable the region to achieve its ambitions in terms of Transport investment, Carbon reduction, economic growth and levelling up. The guidance requested that the WMCA submit a bid on behalf of the region as soon as possible after the end of August and subject to consent at this Board, the programme as attached will be submitted to Government for consideration.

3. Characteristics of the Fund

- 3.1 The guidance received from DfT invited WMCA to submit a bid on behalf of the region covering the period April 2021 to March 2027. The precise value of the settlement has not been confirmed and as such, WMCA have been asked to provide a bid within a range of £0.780 billion and £1.280 billion for the five-year period.
- 3.2 The fund will be wholly capital in nature but is supported by a supplementary revenue fund of £8.9 million which has been received by WMCA.
- 3.3 The CRSTS fund sits alongside other local funding streams, such as the £5 billion commitment for buses and cycling and the £4.8 billion Levelling Up Fund, which is also available to the eight identified regions.
- 3.4 The fund subsumes three funds previously provided by Government, being Highway Maintenance Block (and the associated incentive funds), Integrated Transport Block and the final year of the Transforming Cities Fund (£71.5m).
- 3.5 The fund requires the region to demonstrate a 'local contribution' of between 15% and 20% of the total fund. Whilst local match needs to be 'fully additional' to HM Government resources (including borrowing levered from Gainshare) there is no specific requirement to identify new, incremental match funding to supplement the grant. All local contributions will be spent within the Local Authority where they originate; there is no intention to introduce any form of cross subsidy.
- 3.6 In most cases, match funding should constitute transport spend WMCA and Local Authorities are / were intending to commit from their own (non Government) resources and there is no intention / suggestion match funding will be pooled regionally.

- 3.7 Whilst the fund will operate at a regional level with WMCA and Local Authorities expending any grants awarded to them as the project sponsor, WMCA will be the accountable body. The guidance specifically states that the funding settlements for each area, and the outcomes it has agreed, will be published on a single, easily accessible website. Delivery against those outcomes will be monitored and that data will also be regularly published in the same place, giving government and local electorates the opportunity to judge each Mayoral Combined Authority's performance.
- 3.8 Delivery performance will be monitored through a series of metrics designed to allow local electorates to compare performance between different city regions and Mayoral Combined Authorities will bear responsibility for cost and schedule overruns.
- 3.9 To facilitate the monitoring arrangements, it is proposed that arrangements will comprise quarterly reports (via Strategic Transport Board) and annual reporting to WMCA Board on programme and a formal refresh of the overall CRSTS programme.
- 3.10 The final settlement awarded to WMCA (expected October 2021) within the ranges detailed above, will depend on the strength of the WMCA bid relative to the other seven bids and successful bids must clearly show how they will serve the following objectives, shared by the government and all MCAs:
- Driving growth and productivity through infrastructure investment;
 - Levelling up services towards the standards of the best;
 - Decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling.
- 3.11 The new approach to funding moves towards addressing a long standing ask of central Government, namely the provision of multi-year funding settlements. For some years transport funding has been subject to quick turn-around competitive and relatively small funding national funding pots. CRSTS, especially when viewed alongside Active Travel and Bus Service Improvement Plan funding, provides an opportunity to plan funded improvements to the transport system in a more integrated way over a more realistic delivery period.
- 3.12 Finally, the bid proposal is required to set out a plan for fiscal sustainability based on existing powers and expected funding. If investments are likely to need ongoing revenue support, proposals must show how this will be met within the wider fiscal sustainability plan, through the implementation of other measures (such as schemes which lower operating costs) or additional funding which can be sought over the time frame.

4. Approach Taken to Bid Assembly

- 4.1 During the Summer of 2021, TfWM have been engaging with Strategic Transport representatives to obtain the relevant Transport priorities for each of the constituent areas. A ranking system was initially designed to ensure those politically important schemes which form part of the Investment Programme (but remain unfunded) could be factored in as a first call. It is considered that where those schemes are compatible with the CRSTS from a delivery perspective, that they are adequately reflected in the bid.

- 4.2 Following the incorporation of these projects, other local priorities which are considered to have a strong correlation with the bid objectives have been included in dialogue with Strategic Transport Officers.
- 4.3 During the assembly of the bid, the most significant concern raised by Local Authorities was with respect to the need to maintain an adequate level of autonomy and agility in undertaking activities previously funded from Integrated Transport Block. It is proposed that, whatever level of funding is allocated, the ITB and maintenance programmes would be no lower than the current allocation, with an ambition that they would be significantly increased over and above the current base position.
- 4.4 Having listened to and assessed these concerns, WMCA consider there should be no specific reason why the elements of this CRSTS fund intended to replace Integrated Transport Block and Maintenance cannot operate in a sufficiently agile way, left to the discretion of individual Authorities, whilst also accommodating the retrospective reporting requirements Government require as a condition of the fund.
- 4.5 It should be noted that the CRSTS programme has been developed in parallel, and to be complementary to, the Bus Service Improvement Plan (BSIP) proposal, which is also seeking CA Board approval for submission to Government. As an example, the CRSTS programme includes Smart Ticketing, Sprint and Interchange improvements with BSIP covering Cross City bus priorities. Together these two programmes of interventions will provide a high-quality enhancements to the overall bus offer in the West Midlands.

5. Key Principles

- 5.1 The following key principles have been agreed by Strategic Transport Board, which approved the approach to developing the submission on 20th August:
- The programme supports the principles of the emerging West Midlands LTP and its associated Green Paper.
 - A level of over programming (35% - programme circa £1.732m) has been included in the West Midlands CRSTS proposal to demonstrate the scale of ambition of the WMCA area and to provide some flexibility in programme delivery.
 - A programme has not been developed for the lower end of the funding envelope as this is not thought to be sufficient to meet the ambitions of the area.
 - All local contributions will be spent within the Local Authority where they originate; there is no intention to introduce any form of cross subsidy.
 - The current, provisional, level of local contributions identified stands at circa £475m (27.5%) and meets the requirements set out in the guidance. Conversations with LAs are on-going with regards to this requirement, with some LAs still in the process of calculating their contributions.
 - Local contributions will be subject to affordability and, where appropriate, approved via partners' governance and assurance frameworks.
 - Replacement programmes for Integrated Transport Block and Maintenance should be no lower than the current base position with the bid to Government recommending a significant increase in each of these programmes.

- For Maintenance and ITB schemes these activities will be locally determined and delivered, supported by an annual delivery report as per Government guidance.
- For all other projects/programmes WMCA will be required to approve commitments through its assurance framework in the same way as the Investment Programme is managed, with incremental approvals being agreed relative to the stage each project is at within the lifecycle (i.e. strategic / outline / final business case).

6. Characteristics of the Regional Bid

6.1 Building on the work undertaken to develop the Local Transport Plan Green Paper, as well as supporting National Transport priorities, the following Programme Themes have been generated to help shape the CRSTS submission. The table below demonstrates each theme's link to each programme's primary LTP outcome.

Delivery Programme Theme	Interim Outcomes Supported	Outcomes Supported
Making Behaviour Change Easy	Reduced transport carbon emissions	Address Climate Change
Supporting Inclusive Growth	Improved equity of access	Improved Social Mobility
Connecting our Places	Improved access to labour and supply chains	Improved Access to Workforces, economic opportunity and productivity
Healthy Streets and Spaces	Increased Active Travel	Improved Health and Wellbeing
Creating Resilient Networks and Communities	Reduced KSI's	Improved Economic Opportunity and Productivity
Delivering a Green Revolution	Reduced transport carbon emissions	Generate Economic Activity from sustainable mobility industries

6.2 The following key points are worthy of observation in considering the approach taken to develop the bid:

- Due to the requirement to integrate Transforming Cities Funding, the Wednesbury Brierley Hill scheme has been added to the programme as it allows the region to include significant match funding from farebox revenues.
- The £50m Levelling Up Fund Transport bid for the Metro Depot has not been included in the submission but will need to be brought into the programme as a priority in the event the Levelling Up bid is not successful.
- A programme of investment targeting Inclusive Growth Corridors, complementing existing WMCA activity to deliver housing and employment land.
- Significant funding towards Metro/Rapid Transit/VLR and Rail proposals
- Programmes supporting Behaviour Change, EV charging and Walking and Cycling supporting the delivery of WM2041 ambitions.

- A number of schemes focused on making sure the West Midlands is ready for the arrival of HS2.
- Improvements to Smart Ticketing and bus priority through the completion of Sprint routes on the A45/A34 and a series of multi-modal corridor improvements across the West Midlands that support the complementary Bus Service Improvement Plan (BSIP) submission.

7. Over Programming

- 7.1 It is important to note that the bid is currently overprogrammed by 35%.
- 7.2 The concept of over-programming will allow new, agreed schemes to be brought forward for delivery where priority schemes may (for example) prove to be undeliverable (due to physical constraints or before the end of the funding period), or the benefit / cost ratio proves to be too low once the business case work is refined.
- 7.3 A 30% over-programme against the top-level allocation was initially planned but this increased to 35% following the decision by DfT to overlap CRSTS with the final year of the Transforming Cities Fund.
- 7.4 The WMCA bid value as shown within this report totals £1.732bn with the top of the range confirmed by DfT being £1.280bn. The value to be confirmed by DfT will not be above £1.280bn and indeed may be lower than this value. As such, it is recommended that WMCA Board consider and (if necessary) agree this approach whilst noting that a set of further discussions will be required to define a set of 'core' and 'reserve list' schemes once the fiscal allocation is confirmed.

8. Fund Management

- 8.1 As the accountable body for the fund, WMCA will be required to approve commitments through its assurance framework in the same way as the Investment Programme is managed, with incremental approvals being agreed relative to the stage each project is at within the lifecycle (i.e. strategic / outline / final business case).
- 8.2 Approvals will need to be accompanied by specific agreements which document the intentions for the funding and allow for effective change control in the event there is a variation in cost, time or scope. Notwithstanding this, as detailed above, WMCA will work to ensure maintenance and Integrated Transport Block replacement funds can be deployed by Local Authorities in an agile manner, with locally autonomy over these funds.
- 8.3 Reimbursement is also expected to be in line with the principles adopted in managing the Investment Programme.

9. Next Steps

- 9.1 Subject to agreement to the programme by WMCA Board, the bid will be submitted to DfT for consideration with a formal decision on the value of the fund expected in the Autumn. Following confirmation of the value of the fund by DfT, it is likely that subsequent approval will be needed by WMCA Board as to those schemes which form a part of the 'core' programme and those which may be placed on a reserve list, in the event that some of the core schemes prove not to be viable or deliverable against the fund within the period to March 2027.
- 9.2 An outline timeline for submission and agreement on the Settlement is as follows:

Milestone	Date (subject to guidance)
STOG Programme review and challenge session	3rd August 2021 (complete)
Draft Programme reviewed by STB	20th August 2021 (complete)
Draft Programme reviewed by Mayor and Met Leaders	3rd September 2021
Final Programme approved by Mayor and WMCA Board ahead of Spending Review	17th September 2021
Formal Submission to DfT/HMG	No later than 24th September 2021
Funding allocation/budget agreed with HMT/DfT in time for CSR	October/November 2021
Development of a detailed programme business case for DfT approval	November to March 2022
Final Programme & Settlement	March 2022

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Transport Scrutiny Sub-Committee

Work Programme

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
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
Supported Travel Policies Review	To receive an update on this matter.	24 November 2021	David Harris Helen Davies
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	Anne Shaw

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
Fares & Ticketing: Products and Services and Marketing the Benefits	To receive an update on the work ongoing in respect of fares and ticketing and raising public awareness	17 January 2022	Matt Lewis
Q&A: Transport Delivery - 23 February 2022			
Transport Champions for addressing violence against women and girls	To receive an update on the Government Strategy to ensure women and girls are safe everywhere, and work undertaken to date.	23 March 2022	Anne Shaw Laura Shoaf
Active Travel Fund - Snapshot Summary	To receive an update on this matter.	23 March 2022	Emma Crowton
Future Items of business/reviews			
Bus Byelaws - Progress Update	To receive a progress update on this issue.	To be confirmed	Mark Babington

WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: SEPTEMBER 2021 - MARCH 2022

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting 17 September 2021					
Financial Monitoring 2021/22	<p>Purpose: To outline the financial position of WMCA as at 31 May 2021 and provide an update on any current financial matters affecting WMCA</p> <p>Recommendation(s): To note the financial position as at 31 May 2021. To note the strategy for addressing the MTFP funding gap. And to approve the making of a Loan to for the construction of a Hotel in Coventry.</p> <p>Rationale/Background: This is the regular Financial Report to WMCA Board which covers the current position against the year to date budget ending 30 June 2021. It provides an update on how WMCA intend to address the financial deficits in the MTFP. The WMCA Board will be asked to approve the making of a loan to a new SPV to construct a new hotel in Coventry (completion expected before the Commonwealth Games), following Investment Board (29 June 2021) agreement of the proposal for onward approval by WMCA Board.</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
Bus Service Improvement Plan	<p>Purpose: To seek approval for the West Midlands Bus Service Improvement Plan, required under the National Bus Strategy for England to be published by the 31 October 2021.</p>	Cllr Ian Ward	Anne Shaw	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Recommendation(s): To approve the principles of the Bus Service Improvement Plan and approve publication of the Plan by the 31 October 2021 deadline.</p> <p>Rationale/Background: In March 2021, Government published a new National Bus Strategy for England. It set out the opportunity for the most ambitious shake-up of the bus sector in a generation, which intends to deliver lower, simpler flat fares in towns and cities, turn-up-and-go services on main routes, and new flexible services to reconnect communities. By the end of October 2021, WMCA will need to publish a Bus Service Improvement Plan (BSIP) for the region. A BSIP must set out how the WMCA will use their Enhanced Partnership or a franchising scheme to deliver an ambitious vision for travel bus, meeting the goals and expectations of the National Bus Strategy and driven by what passengers and would-be passengers want in their area. A BSIP is required to have access to a share of the new £3 billion funding from the Strategy.</p>				
<p>City Region Sustainable Transport Settlement</p>	<p>Purpose: Approve the programme of schemes for funding as part of the Governments City Region Sustainable Transport Settlement.</p> <p>Recommendation(s): Agree the programme of schemes presented for submission. Agree the approach to, and level of, local financial contributions towards the programme</p>	<p>Cllr Ian Ward</p>	<p>Anne Shaw</p>	<p>No</p>	<p>Transport</p>



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Rationale/Background: The Department for Transport (DfT) issued guidance to Mayoral Combined Authorities on the City Region Sustainable Transport Settlements (the new name for Intra-City Transport Settlements) on 20th July 2021. A covering letter from the Secretary of State for Transport (Rt. Hon Grant Shapps) to the Mayor of West Midlands (Andy Street) accompanied the guidance.</p> <p>The guidance confirms £4.2bn of new money, with existing transport funding (Integrated Transport Block, Highways Maintenance funding including Potholes Action Fund) being added on top to form a single consolidated funding pot based on historic average settlement values. The CRSTS will sit alongside new money for buses, cycling and walking, the Levelling Up Fund and the Large Local Majors and Major Road Network funds.</p> <p>The West Midlands is being asked for proposals within a funding range of £780m to £1,280m over five years from April 2022, with the requirement of a final funding further 15-20% local contribution which needs to be “fully additional to HMT funding”.</p>				
<p>West Midlands Rail/Department for Transport Collaboration Agreement</p>	<p>Purpose: To seek approval for West Midlands Rail Ltd (WMR Ltd) to enter into a new collaboration Agreement with the Department of Transport (DfT).</p>	<p>Cllr Ian Ward</p>	<p>Anne Shaw</p>	<p>No</p>	<p>Transport</p>



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Recommendation(s): WMCA to approve for West Midlands Rail Ltd (WMR Ltd) to enter into a new Collaboration Agreement with the Department for Transport (DfT).</p> <p>Rationale/Background: The changes to rail franchising as a consequence of the COVID-19 pandemic mean that the existing Collaboration Agreement between WMR Ltd and DfT is likely to terminate in September 2021. As such, a new agreement must be negotiated in order to protect WMR Ltd's ongoing role working in partnership with government to manage rail service in the region, as well as its grant income.</p>				
<p>Circular Economy Roadmap</p>	<p>Purpose: To discuss the West Midlands Circular Economy Routemap and agree the immediate priorities.</p> <p>Recommendation(s):</p> <ul style="list-style-type: none"> • To approve the development of two business cases concerning circular manufacturing and circular construction opportunities. • To approve three opportunities to convene partners around key circular economy opportunities. <p>Rationale/Background: The CA Board approved the formation of a Circular Economy Taskforce to produce a Routemap as part of the WM2041 Five Year Plan. It has completed the first phase of its work, produced a Routemap and identified key priorities for the region.</p>	<p>Cllr Ian Courts</p>	<p>Ed Cox</p>	<p>No</p>	<p>Environment & Energy</p>



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Department for Transport Zero Emissions Bus Fund	<p>Purpose: To seek approval for the Phase 2 full business case comprising 224 hydrogen and 10 electric buses to the Government's Zero Emission Bus Regional Area competition, and acceptance of funding subject to being successful.</p> <p>Recommendation(s):</p> <ol style="list-style-type: none">1. To approve the Phase 2 full business case submitted to the Government's Zero Emission Bus Regional Areas competition on 20th August 2021.2. To approve the acceptance of funding from the Zero Emission Bus Regional Area competition, subject to the WMCA bid being successful. <p>Rationale/Background: In March 2021 Local Transport Authorities were made aware of a further round of funding for zero emission buses through a competition known as the Zero Emission Bus Regional Area (ZEBRA). After consultation with all bus operators and all local authorities TfWM submitted a bid for a large scale rollout of hydrogen buses through National Express and also a further rollout of electric buses for tendered bus services. At the end of June 2021 TfWM were advised that the WMCA bid had been shortlisted along with 5 other areas to submit a Full Business Case (FBC) by August 20th 2021. This project and summary is referenced in the July 21 Financial monitoring Report to the WMCA, and has unusually had to be prepared for submission to Government prior to approval of an FBC by the WMCA.</p>	Cllr Ian Ward	Anne Shaw	No	Transport

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>This is due to the process and timescales set out by the Department for Transport. TfWM will not be made aware by the DfT if our FBC has been successful or not until close the 17th September 2021 and if unsuccessful this may be withdrawn for submission, but the WMCA will still be appraised of the ambitious plans for a further rollout of Zero Emission Buses. If successful this report to the WMCA will set out the funding proposed from Government, the expectations of the funding, and will represent the largest scale rollout of hydrogen buses in Europe.</p>				
Meeting 19th November 2021					
Corporate Strategy	<p>Purpose: To approve the WMCA's Corporate Strategy for 2021/22 - 23/24.</p> <p>Recommendation(s): To agree the Corporate Strategy.</p> <p>Rationale/Background: Following the Mayoral election, the WMCA has worked with the Mayor and Leaders to agree a set of Aims and Objectives to guide the activity of the organisation. These aims and objectives will inform our Medium Term Financial Plan, as well as our annual budgets and deliverables.</p>	n/a	Laura Shoaf	No	Policy
Mental Health Commission	<p>Purpose: To provide an update on the work of the Mental Health Commission.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	n/a	Ed Cox	No	n/a



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
2021/22 High Level Deliverables	<p>Purpose: To consider the refreshed WMCA High Level Deliverables for 2021/22.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	n/a	Laura Shoaf	No	Policy
Financial Monitoring 21/22	<p>Purpose: To outline the financial position of WMCA as at 31 May 2021 and provide an update on any current financial matters affecting WMCA</p> <p>Recommendation(s): To note the financial position as at 31 May 2021. To note the strategy for addressing the MTFP funding gap. And to approve the making of a Loan to for the construction of a Hotel in Coventry.</p> <p>Rationale/Background: This is the regular Financial Report to WMCA Board which covers the current position against the year to date budget ending 30 June 2021. It provides an update on how WMCA intend to address the financial deficits in the MTFP. The WMCA Board will be asked to approve the making of a loan to a new SPV to construct a new hotel in Coventry (completion expected before the Commonwealth Games), following Investment Board (29 June 2021) agreement of the proposal for onward approval by WMCA Board.</p>	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Local Transport Plan Consultation Approval	<p>Purpose: The 26th UN Climate Change Conference of the Parties (COP 26) will take place in Glasgow in November 2021. Following the Summit with Leaders on the future of West Midlands transport strategy in September, a short LTP ‘prospectus’ will be published to tie in with the UK hosting COP26. The prospectus is proposed to be a short high-level document which will affirm the West Midland’s commitments to working towards achieving a net zero transport system in the shortest possible time. The document will provide high level messages around the emerging ambition for the new Local Transport Plan.</p> <p>Recommendation(s): TBC</p> <ul style="list-style-type: none">• That CA Board approves the high level principles which will be used to frame a new West Midlands LTP• That CA Board approves the publications of the LTP COP Prospectus• That CA Board notes the programme for taking the LTP to consultation and through to formal adoption <p>Rationale/Background: WMCA has a statutory duty to develop and implement a Local Transport Plan. Rapid decarbonisation of the transport system is a priority for a new WM LTP reflecting the ambition of the WM2041 strategy and the requirements of the UKs legal requirement to decarbonise by 2050.</p>	Cllr Ian Ward	Laura Shoaf	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	The West Midlands aims to be a leader within the green industrial revolution and the LTP provides an opportunity for the region to show Leadership in this space.				
Contactless Fare Payments Broker System Full Business Case	Purpose: To approve the full business case. Recommendation(s): Rationale/Background:	Cllr Ian Ward	Anne Shaw	No	Transport
Bus Delivery Options	Purpose: To update CA Board on work undertaken over the last 18 months to assess delivery mechanisms for bus services in the West Midlands Region. Recommendation(s): <ol style="list-style-type: none">1. To approve the development of a Full Business Case assessment for Bus Franchising in the West Midlands, (funded through the Intracity Transport Fund?)2. To continue to explore alternative mechanisms to deliver the region's Vision for Bus whilst achieving long-term best value for public funding	Cllr Ian Ward	Anne Shaw	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Rationale/Background: In 2019, CA Board asked TfWM to assess future delivery options for Bus Services in the West Midlands in order to best achieve the objectives of the CA’s adopted Vision for Bus. This work has reviewed options available to TfWM under the Bus Services Act 2017, including Franchising, and concludes there would be a positive case for undertaking a Full Business Case assessment.</p> <p>This report will seek approval to progress the Full Business Case and consider how TfWM will, at the same time, continue to develop alternative mechanisms to try and address the identified challenges within the current market through the ongoing development of partnership approaches.</p>				
<p>Equalities Scheme</p>	<p>Purpose: To seek approval for the WMCA Equality Scheme 2022-24 in line with statutory requirements</p> <p>Recommendation(s): To approve the draft Equality Scheme 2022-24 for consultation with the aim of publishing the final version of the Scheme by March 2022</p> <p>Rationale/Background: The Equality Scheme 2022-24 is a statutory document setting out the WMCA’s vision, ambitions, and proposed objectives for promoting equality, diversity and inclusion over the next three years. Regulation 5 of the Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017, requires public bodies to publish one or more equality objectives at up to four-year intervals to support the key aims of the public sector equality duties.</p>	<p>Cllr Brigid Jones</p>	<p>Ed Cox</p>	<p>No</p>	<p>Inclusive Communities</p>

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	The Scheme is fully aligned with the corporate strategy and draws out our key commitments, current activities and future plans in relation to equality and diversity, It will be finalised following engagement with the public.				
Rail Package 1 Proposals	<p>Purpose: To consider proposals for the acquisition of land to support platform works related to rail package 1.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Ian Ward	Satish Mistry	Yes	Transport
Meeting 14th January 2022					
Draft Annual Business Plan 2022/23	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	n/a	Laura Shoaf	No	Policy
Net Zero Neighbourhood	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Ian Courts	Ed Cox	No	Environment & Energy



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Draft WMCA Budget 2022/23	Purpose: Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring 2021/22	Purpose: Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance
Meeting 11th February 2022					
Annual Business Plan 2022/23	Purpose: Recommendation(s): Rationale/Background:	n/a	Laura Shoaf	No	Policy
Final WMCA Budget 2022/23	Purpose: Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting 18th March 2022					
Financial Monitoring 2021/22	Purpose: Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance

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