



WMCA Board

Date: Friday 10 June 2022

Time: 11.00 am **Public meeting** Yes

Venue: Civic Centre, St Peter's Square, Wolverhampton, WV1 1SH

Membership

Constituent Members

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

Councillor Mike Bird
Councillor Ian Brookfield
Councillor Rose Burley
Councillor Kerrie Carmichael
Councillor Steve Clark
Councillor Ian Courts
Councillor George Duggins
Councillor Patrick Harley
Councillor Brigid Jones
Councillor Abdul Khan
Councillor Bob Piper
Councillor Stephen Simkins
Councillor Ian Ward

Appointing Authority

Mayor of the West Midlands Combined Authority
Solihull Metropolitan Borough Council

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

Non-Constituent Members

Anita Bhalla

Councillor Shaun Davies
Councillor Matthew Dormer
Councillor Tony Jefferson
Councillor Sebastian Lowe
Councillor Olivia Lyons
Councillor Jeremy Oates
Councillor Lezley Picton
Councillor Izzi Seccombe
Tom Westley
Councillor Kristofer Wilson
Sarah Windrum

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

Councillor David A Wright

Observers Awaiting Membership

Councillor Andrew Day
Mandy Thorn

Warwick District Council
The Marches Local Enterprise Partnership

Co-Opted Member

Lee Barron

Midlands Trades Union Congress

Observer Members

Councillor Greg Brackenridge
Simon Foster

West Midlands Fire Authority
West Midlands Police & Crime Commissioner

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

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

Contact	Dan Essex, Governance Services Manager
Telephone	07824 547452
Email	dan.essex@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable prejudicial 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.	Chair's Remarks (if any)	Chair	None
4.	Minutes - 18 March 2022	Chair	1 - 12
5.	Forward Plan	Chair	13 - 16
Governance			
6.	Appointment of WMCA Boards and Committees 2022/23	Chair	17 - 38
7.	Overview & Scrutiny Committee - Annual Report	Councillor Cathy Bayton	39 - 62
Finance			
8.	Financial Monitoring Report 2022/23	Chair	63 - 96
Transport			
9.	West Midlands Bus Service Improvement Plan	Councillor Ian Ward	97 - 106
10.	Zero Emission Bus Regional Areas Scheme 2021/22 - Acceptance of Grant	Councillor Ian Ward	107 - 114
Skills & Productivity			
11.	Commissioning of Skills Delivery Programmes, including Adult Education Budget, National Skills Fund and Multiply Element of UK Shared Prosperity Fund	Julie Nugent	115 - 124
Devolution			

12.	Update on Trailblazer Devolution Deal	Chair	125 - 128
Minutes			
13.	Public Service Reform Board - 1 March 2022	Councillor Kerrie Carmichael	129 - 134
14.	Wellbeing Board - 8 March 2022	Councillor Izzi Seccombe	135 - 140
15.	Environment & Energy Board - 9 March 2022	Councillor Ian Courts	141 - 148
16.	Transport Delivery Committee - 14 March 2022	Councillor Kath Hartley	149 - 154
17.	Investment Board - 21 March 2022	Chair	155 - 162
18.	Audit, Risk & Assurance Committee - 12 April 2022	Mark Smith	163 - 170
19.	HS2 Regional Enterprise Board - 12 April 2022	Councillor Ian Courts	171 - 176
20.	Investment Board - 25 April 2022	Chair	177 - 182
21.	Housing & Land Delivery Board - 27 April 2022	Councillor Mike Bird	183 - 192
22.	Economic Growth Board - 13 May 2022	Councillor Ian Brookfield	193 - 200
23.	Young Combined Authority - March - June Update	YCA Representatives	201 - 202
Date of Next Meeting			
24.	Friday 15 July 2022 at 11.00am	Chair	None



**West Midlands
Combined Authority**

WMCA Board

Friday 18 March 2022 at 11.00 am

Minutes

Constituent Members

Andy Street (Chair)	Mayor of the West Midlands
Councillor Steve Clark	Dudley Metropolitan Borough Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Councillor Brigid Jones	Birmingham City Council
Councillor Stephen Simkins	City of Wolverhampton Council

Non-Constituent Members

Councillor Matthew Dormer	Redditch Borough Council
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In Attendance

Councillor Cathy Bayton	Overview & Scrutiny Committee
Khuram Mahmood	Young Combined Authority
Councillor Lisa Trickett	Overview & Scrutiny Committee

In Attendance via Microsoft Teams

Anita Bhalla	Greater Birmingham & Solihull Local Enterprise Partnership
Councillor Mike Bird	Walsall Metropolitan Borough Council
Councillor Kath Hartley	Transport Delivery Committee
Kashmire Hawker	Young Combined Authority
Talha Ikhtlaq	Young Combined Authority
Councillor Tony Jefferson	Stratford-on-Avon District Council
Rob Johnston	Midlands Trades Union Congress
Councillor Jeremy Oates	Tamworth Borough Council
Councillor Izzi Seccombe	Warwickshire County Council
Councillor Bob Sleight	Solihull Metropolitan Borough Council
Mark Smith	Audit, Risk & Assurance Committee
Councillor Kristofer Wilson	Nuneaton & Bedworth Borough Council

124. Apologies for Absence

Apologies for absence were received from Lee Barron (Midlands TUC), Councillor Ian Brookfield (Wolverhampton), Councillor Andrew Day (Warwick), Councillor Kerrie Carmichael (Sandwell), Councillor Ian Courts (Solihull), Councillor Maria Crompton (Sandwell), Councillor Shaun Davies (Telford & Wrekin), Councillor George Duggins (Coventry), Councillor Patrick Harley (Dudley), Councillor Abdul Khan (Coventry), Councillor Seb Lowe (Rugby), Councillor Olivia Lyons (Cannock Chase), Councillor Ian Ward (Birmingham) Tom Westley (Black Country LEP) and Sarah Windrum (Coventry & Warwickshire LEP).

125. Inquorate Meeting

The Chair reported that because only four constituent authorities were present in attendance at the meeting, under the terms of the WMCA's constitution the meeting was inquorate. Following advice from the Monitoring Officer, it had been agreed that the decisions subsequently taken would formally be recommendations to the Chief Executive, who would then approve those recommendations using her delegated authority to do so under the provisions of the constitution.

126. Minutes

The minutes of the meeting held on 11 February 2022 were agreed as a correct record.

127. Forward Plan

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

128. Trailblazer Devolution Deal

The board considered a report of the Director of Inclusive Growth & Public Service Reform on the proposed plans for co-ordinating the WMCA's response to the Government's invitation to negotiate a Trailblazer Devolution Deal.

Resolved:

The proposed approach to developing and negotiating the Trailblazer Devolution Deal be endorsed.

129. Financial Monitoring 2021/22

The board considered a report of the Director of Finance on the WMCA's finances as at the end of January 2022.

Resolved:

- (1) The financial position as at 31 January 2022 be noted.
- (2) The latest 2021/22 forecast, and confirmation of the 2022/23 Adult Education Budget, be noted.
- (3) The acceptance of the Social Housing Decarbonisation Funding and the budget for the project be approved.
- (4) It be noted that the arrangements for the 2022/23 successor of Integrated Transport Block and Highways Maintenance Grant were addressed within the City Region Sustainable Transport Settlement report to this meeting.
- (5) The relevant amendments to the Contractual Standing Orders within the WMCA constitution, enabling improvements to the efficiency and effectiveness of WMCA's procurement activity be approved.
- (6) The WMCA Pay Policy be approved.
- (7) The WMCA 2022/23 Annual Business Plan be noted.

130. Independent Remuneration Panel

The board considered a report of the Interim Director of Law & Governance on the commissioning of a review of members' allowances by an Independent Remuneration Panel.

Resolved:

- (1) It be agreed to establish an Independent Remuneration Panel consisting of the membership as detailed the report.
- (2) The Terms of Reference for the review as detailed in the report be agreed, including the requirement for the Independent Remuneration Panel to make recommendations on whether allowances could and should be provided in respect of the roles and responsibilities of all of the boards/committees of the WMCA.

[Andy Street and Councillor Bob Sleigh declared non-prejudicial interests in this item as it was expected that the Independent Remuneration Panel would subsequently make recommendations relating to the remuneration that should be paid to the Mayor and Deputy Mayor positions.]

131. The Marches Help to Own Project, Wolverhampton

The board considered a report of the Director of Housing & Regeneration on the findings of an initial high-level review of the Help to Own pilot project commissioned by the WMCA and undertaken by AMION Consulting, which involved analysis of management information and consultation with key stakeholders.

Resolved:

- (1) The positive findings of a review undertaken by the WMCA into Help to Own, which provided strong evidence to support the case for a wider roll-out beyond the pilot project on policy grounds, consistent with the WMCA's approach to housing and regeneration and the Housing & Land Delivery Board's 2021/22 and 2022/23 deliverables be welcomed and endorsed.
- (2) It be noted that this was not an investment decision, and any future funding would need to be subject to receipt of an appropriate application and appraisal via the WMCA's Single Commissioning Framework.
- (3) The initial findings of a review of Help to Own be noted.
- (4) It be noted that monitoring the progress of Help to Own formed an important part of the Housing & Land Delivery Board's remit in relation to affordable housing, housing and regeneration deliverables and delivery of the commitments made in the Housing Deal to driving innovation and supporting new housing products.

- (5) It be noted that the Help to Own product was an innovative approach to making home ownership more accessible for some, but was not the sole solution to addressing affordable housing need in the region, and that the WMCA would continue to work with local authorities to ensure the appropriate mix of affordable housing was brought forward and agreed on a site-by-site basis.

132. Equality Scheme 2022-24

The board considered a report of the Director of Inclusive Growth & Public Service Reform seeking approval for publication of the Equality Scheme 2022-24 in March.

Resolved:

The final version of the 2022-24 Equality Scheme and Action Plan be approved.

133. City Region Sustainable Transport Settlement

The board considered a report of the Executive Director, Transport for West Midlands, seeking approval in principle for the final programme for the City Region Sustainable Transport Settlement as submitted to Government and noting the progress towards agreeing the terms and conditions for accepting the funding from Government.

Resolved:

- (1) The progress made following the submission of the regional City Region Sustainable Transport Settlement bid to Government in January 2022 be noted.
- (2) The Section 151 Officer be approved to accept the City Region Sustainable Transport Settlement (in full or an interim settlement), subject to any such settlement being in line with the original programme level business case agreed by the WMCA Board, and subject to the terms and conditions of the grant being acceptable to the Section 151 Officer.
- (3) The use of the Single Assurance Framework with some additional scheme assurance measures as set out in the programme business case as agreed by the WMCA Board in January 2022 be noted.
- (4) The extension of the role and remit of Investment Board to cover all WMCA transport projects (including the City Region Sustainable Transport Settlement programme) allowing investment decisions to be made for values between £5m and £20m in line with the Single Assurance Framework be approved.
- (5) The strengthening of the existing the Investment Panel to provide technical scrutiny and due-diligence support to the Investment Board and the WMCA Board on all proposed approvals for WMCA transport investment be noted, which would provide the Investment Panel with greater technical specialist knowledge and capacity to address these constraints within the workload of the existing panel.

- (6) The reporting and monitoring arrangements for the City Region Sustainable Transport Settlement be approved, with quarterly reporting and monitoring to the Strategic Transport Board and annual reporting to the WMCA Board and the Government respectively.
- (7) The volume of work falling to the WMCA as the Accountable Body and the number of investment decisions that would need to be made in a timely manner over the next five years be noted.
- (8) The use of the retained City Region Sustainable Transport Settlement capacity funding contingency to fund the Accountable Body and Assurance requirements associated with the fund be approved.
- (9) Subject to Government confirming the funding, the allocations for the following programmes be approved, and it be endorsed that these programmes needed not be subject to the standard Single Assurance Framework assurance processes as these were overarching programme allocations:
 - (a) £7m from the overall City Region Sustainable Transport Settlement programme to cover data, modelling and mandatory monitoring and evaluation costs over the lifetime of the programme.
 - (b) The Local Network Improvement Plans (essentially the replacement for Integrated Transport Block) to local authorities and the WMCA.
 - (c) Highways maintenance allocations to relevant local authorities.
- (10) It be noted that this meeting would also be asked to consider under separate agenda items urgent funding decisions on four schemes to be funded through the City Region Sustainable Transport Settlement programme (see minute nos. 134, 135, 136 and 137 below).

134. Outline Business Case: EV CATS - Electric Vehicle Charging Area Transit Stations

The board considered a report of the Executive Director, Transport for West Midlands, seeking approval of the outline business case which sought a non-refundable grant of £14m from City Region Sustainable Transport Settlement and £2.2m from the Brownfield Land & Property Development Fund to support the creation of ten electric vehicle charging area transit stations.

Resolved:

- (1) The investment of £14m of City Region Sustainable Transport Settlement funds in the EV CATS project be approved, subject to the WMCA securing Government approval towards the regional City Region Sustainable Transport Settlement funding settlement, together with appropriate terms and conditions which were subject to a separate report at this meeting (see minute no. 133 above).

- (2) The investment of £2.2m from the Brownfield Land & Property Investment Fund, as recommended by the Investment Board and subject to the overall approval of the City Region Sustainable Transport Settlement investment at the WMCA Board as indicated above, be approved.
- (3) £6.5m from the £14m allocated City Region Sustainable Transport Settlement funds and £1.5m from the £2.2m Brownfield Land & Property Investment Fund be approved to be invested at this outline business case stage as required for site acquisition, site preparation and ancillary costs, including set up of the delivery company ahead of the full investment under the full business case (with the condition as noted above), noting that the early release of the sums were from the totals in resolutions (1) and (2) above, not in addition to them.
- (4) It be noted that subject to the full business case approval at a future date, the WMCA capital investment of £7.722m was intended to be made from WMCA borrowing.

135. Sprint - A34 Walsall to Birmingham and A45 Birmingham to Airport and Solihull Phase 2 Funding Confirmation

The board considered a report of the Executive Director, Transport for West Midlands, providing an update on the A34 Walsall to Birmingham Sprint scheme, which was a Bus Rapid Transit proposal enhancing the link between Walsall town centre, Perry Barr and Birmingham city centre, ultimately connecting to the HS2 station at Curzon Street, and on the A45 Birmingham to Airport and Solihull Sprint scheme, which was a Bus Rapid Transit proposal enhancing the link between Birmingham Airport, Solihull, and Birmingham city centre, serving residents and businesses in Digbeth, Sheldon and Yardley.

Resolved:

- (1) The addendums to the Sprint A34 and Sprint A45 full business cases, which detailed the second stage of delivery for 2024, including bus priority interventions, cycling and walking infrastructure, signal upgrades, shelter enhancements, ticket machines, and utility diversions be endorsed.
- (2) The £30.6m City Region Sustainable Transport Settlement allocation for the delivery of phase 2 of the A34 Walsall to Birmingham Sprint scheme be approved, subject to Department for Transport confirmation of the City Region Sustainable Transport Settlement programme and the Section 151 Officer accepting the City Region Sustainable Transport Settlement.
- (3) The £25.4m City Region Sustainable Transport Settlement allocation for the delivery of phase 2 of the A45 Birmingham to Airport and Solihull Sprint scheme be approved, subject to Department for Transport confirmation of the City Region Sustainable Transport Settlement programme and the Section 151 Officer accepting the City Region Sustainable Transport Settlement.

- (4) It be noted that as construction and utility costs for the scheme were not yet finalised, the project team might need to flexibly manage the scope of the scheme in order to maintain the overall budget, and this would be managed to ensure that the benefits were not materially affected, and appropriate change control processes were implemented.
- (5) The inclusion of cycling and walking measures within phase 2 delivery be noted.
- (6) It be noted that realising the full benefits in the business case and on-going affordability of WMCA revenue liabilities arising from the scheme were predicated on all areas pursuing the principles recently agreed in the Local Transport Plan core strategy.
- (7) The delegation of authority to officers as set out in the report be approved.
- (8) The authorisation of the award of contracts to the successful tenderer for the design and build stage be jointly delegated to the Monitoring Officer and Section 151 Director of Finance, subject to:
 - (a) The total cost for both A34 and A45 phase 2 projects being within the £56m recommended budget.
 - (b) Any future revenue costs falling to the WMCA being accommodated.
 - (c) All funding agreements being signed and sealed to the satisfaction of the Section 151 Director of Finance and Monitoring Officer.

136. Metro - Depot Expansion Business Case for City Region Sustainable Transport Settlement

The board considered a report of the Executive Director, Transport for West Midlands, seeking approval of the full business case for the West Midlands Metro depot expansion scheme.

Resolved:

- (1) The requirement for the depot investment to enable the expansion of the West Midlands Metro network be noted and the full business case for the project be approved.
- (2) A total budget of £43.35m (including a City Region Sustainable Transport Settlement contribution of £37.35m) to deliver the depot expansion be approved, subject to:
 - (a) The WMCA securing Government approval towards the regional City Region Sustainable Transport Settlement funding settlement together with appropriate terms and conditions, which was subject to a separate report to the board.
 - (b) Endorsement of the final business case by the Investment Board.

- (3) The intention to instruct the Midland Metro Alliance to deliver the scheme, being the preferred delivery partner, be noted.
- (4) It be noted that the full business case for the project would be considered by the Investment Board on 21 March 2022 which was required to fully address the assurance obligations of the investment, and that any material matters arising from that review would be referred back to the WMCA Board in June 2022.
- (5) The Monitoring Officer and the Director of Finance be authorised to jointly agree for the WMCA to enter into any such contracts which might be reasonably required to allow for the project to be delivered.

137. Metro - Power Supply Business Case for City Region Sustainable Transport Settlement

The board considered a report of the Executive Director, Transport for West Midlands, seeking approval of the full business case for the West Midlands Metro Line 1 Power Supply upgrade scheme.

Resolved:

- (1) The requirement for the Line 1 Power Supply investment to enable the expansion of the West Midlands Metro network be noted and the full business case for the project be approved.
- (2) A total budget of £17.3m (including a City Region Sustainable Transport Settlement contribution of £12.6m) to deliver the power supply investment be approved, subject to:
 - (a) The WMCA securing Government approval towards the regional City Region Sustainable Transport Settlement funding settlement together with appropriate terms and conditions, which was subject to a separate report to the meeting.
 - (b) Confirmation thereafter that the project remained within the £17.3m budget for the scheme, when proposals were finalised.
 - (c) Endorsement of the final business case by the Investment Board.
- (3) The intention to instruct the Midland Metro Alliance to deliver the scheme, being the preferred delivery partner, be noted.
- (4) It be noted that the full business case for the project would be considered by the Investment Board on 21 March 2022 which was required to fully address the assurance obligations of the investment, noting that any material matters arising from that review would be referred back to the WMCA Board in June 2022.
- (5) The Monitoring Officer and the Director of Finance be jointly authorised to agree for the WMCA to enter into any such contracts which might be reasonably required to allow for the project to be delivered.

138. A Review of the WMCA's Housing & Land Policy: Helping to Deliver Affordable and Social Housing

The board considered a report of the Overview & Scrutiny Committee on the findings of a scrutiny review undertaken to examine the role and remit of the WMCA to deliver affordable and social housing within the West Midlands through the use of devolved housing and land funds and to consider how this supported and added value to the responsibilities of the constituent authorities in respect of affordable and social housing provision.

Resolved:

The conclusions and recommendations of the Overview & Scrutiny Committee be supported.

139. Economic Growth Board - 2 February 2022

The board received the minutes of the Economic Growth Board meeting held on 2 February 2022.

Resolved:

The minutes of the meeting held on 2 February 2022 be noted.

140. Transport Delivery Committee - 7 February 2022

The board received the minutes of the Transport Scrutiny Committee meeting held on 7 February 2022.

Resolved:

The minutes of the meeting held on 7 February 2022 be noted.

141. Investment Board - 14 February 2022

The board received the minutes of the Investment Board meeting held on 14 February 2022.

Resolved:

The minutes of the meeting held on 14 February 2022 be noted.

142. Housing & Land Delivery Board - 2 March 2022

The board received the minutes of the Housing & Land Delivery Board meeting held on 2 March 2022.

Resolved:

The minutes of the meeting held on 2 March 2022 be noted.

143. Overview & Scrutiny Committee - 7 March 2022

The board received the minutes of the Overview & Scrutiny Committee meeting held on 7 March 2022.

Resolved:

The minutes of the meeting held on 7 March 2022 be noted.

144. Young Combined Authority - March Update

The board considered a report setting out the activity of the Young Combined Authority during March.

Resolved:

The update be noted.

145. Exclusion of the Public and Press

Resolved:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following items of business as they are likely to involve the disclosure of exempt information as specified in the paragraphs of the Act.

146. Senior Leadership Team Appointments

The board considered a report of the Chief Executive seeking approval for the appointment to the proposed positions for the Executive Director posts of Economic Delivery, Skills & Communities and Strategy, Integration & Net Zero.

Resolved:

- (1) The appointment of Dr Julie Nugent to the post of Executive Director - Economic Delivery, Skills & Communities be agreed.
- (2) The appointment of Ed Cox to the post of Executive Director - Strategy, Integration & Net Zero be agreed.

147. Outline Business Case: EV CATS - Electric Vehicle Charging Area Transit Stations

The board considered a report of the Executive Director, Transport for West Midlands, providing further financial information to support the item on the EV CATS project considered earlier in the meeting.

Resolved:

- (1) Further to minute no. 134 above, the detailed commentary on the business case, financial and legal aspects of the EV CATS project be noted.
- (2) Approval of the investment of £14m of City Region Transport Settlement funds in the EV CATS project be confirmed, subject to the WMCA securing Government approval towards the regional City Region Sustainable Transport Settlement funding settlement together with appropriate terms and conditions, which was subject to a separate report at the meeting (see minute no. 134 above).

- (3) Approval the investment of £2.2m from the Brownfield Land & Property Investment Fund be confirmed, as recommended by the Investment Board and subject to the overall approval of the City Region Sustainable Transport Settlement investment at the WMCA Board as indicated above.
- (4) Approval of £6.5m from the £14m allocated City Region Sustainable Transport Settlement funds and £1.5m from the £2.2m Brownfield Land & Property Development Fund be confirmed to be invested at this outline business case stage as required for site acquisition, site preparation and ancillary costs, including set up of the Delivery Company ahead of the full investment under the full business case (with the condition as noted above).

148. Date of Next Meeting

Friday 10 June 2022 at 11.00am.

The meeting ended at 1.00pm.

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WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: JULY 2022 - MARCH 2023

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting July 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the latest work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
Independent Remuneration Panel	<p>Purpose: To consider the recommendations arising out of the independent review of members allowances.</p> <p>Recommendation(s): To consider the recommendations.</p>	n/a	Satish Mistry	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
West Midlands Race Equalities Taskforce - Update	<p>Purpose:</p> <p>Recommendation(s):</p>	Cllr Kerrie Carmichael	Ed Cox	No	Inclusive Communities

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Metro Affordability	Purpose: Recommendation(s):	Cllr Ian Ward	Anne Shaw / Linda Horne	No	Transport
Buy Before You Board	Purpose: To seek approval for an increase in the interim cash flow funding required and to detail the change in scope and unforeseen costs that had created the additional funding requirements. Recommendation(s): (1) Note the report, highlighting the outcome of the procurement process and the feedback from the single assurance framework; (2) Approve the increase in the interim cash flow funding to enable the installation of cash enabled TVM.	Cllr Ian Ward	Anne Shaw	No	Transport
Meeting September 2022					
Levelling Up White Paper	Purpose: To provide an update on the latest work being undertaken in support of the WMCA's Trailblazer Devolution Deal. Recommendation(s):	n/a	Ed Cox	No	Governance
Financial Monitoring 2022/23	Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA. Recommendation(s):	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting November 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the latest work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
WMCA Aims & Objectives Annual Review	<p>Purpose: To review the WMCA's Aims & Objectives previously agreed in November 2021.</p> <p>Recommendations(s):</p>	n/a	Laura Shoaf	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
Meeting January 2023					
Draft WMCA Budget 2023/234	<p>Purpose: To approve the WMCA's draft 2023/24 budget for consultation.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Financial Monitoring 2022/23	Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA. Recommendation(s):	Cllr Bob Sleigh	Linda Horne	No	Finance
LEP Integration Plan	Purpose: To approve the proposed integration plan for LEPs. Recommendation(s):	Cllr Ian Brookfield	Julie Nugent	No	Economy & Innovation
Meeting February 2023					
WMCA Budget 2023/234	Purpose: To approve the WMCA's 2023/24 budget. Recommendation(s):	Cllr Bob Sleigh	Linda Horne	No	Finance



WMCA Board

Date	10 June 2022
Report title	Appointment of WMCA Boards and Committees 2022/23
Accountable Chief Executive	Laura Shoaf, Chief Executive, West Midlands Combined Authority email: laura.shoaf@tfwm.org.uk tel: (0121) 214 7444
Accountable Employee	Satish Mistry, Interim Director of Law & Governance, Clerk and Monitoring Officer email: satish.mistry@wmca.org.uk tel: 07854 691711
Report to be/has been considered by	Strategic Leadership Team - 18 May 2022 Programme Board - 27 May 2022

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note the members nominated by constituent, non-constituent and observer member authorities to sit on the WMCA Board and its committees/sub-boards as detailed in appendix A.
- (2) Appoint the chairs of the Overview & Scrutiny Committee and Transport Delivery Committee (paragraph 4.1).
- (3) Note the appointments made by the Mayor as Portfolio Leads and Deputy Mayor (paragraph 6.2).
- (4) Agree the timetable of meetings for 2022/23 as detailed in appendix B.
- (5) Agree that the PSR Board should no longer continue to meet, and that public service reform-related decision making should be undertaken through the WMCA Board (paragraph 5.1).

- (6) Give delegated authority to the Interim Director of Law & Governance to approve any subsequent minor changes to the individual appointments made to boards/committees.

1. Purpose

- 1.1 To note the appointments made by constituent, non-constituent and observer member authorities to the WMCA Board and its committees/sub-boards for 2022/23.
- 1.2 To agree the timetable of meetings for the WMCA Board and its committees/sub-boards for 2022/23.

2. Background

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

3. Membership of Boards/Committees

- 3.1 Appendix A sets out all of the appointments made for 2022/23 by the constituent, non-constituent and observer members of the combined authority at their recent AGMs.

4. Appointment of Committee/Board Chairs

- 4.1 Along with agreeing the membership of its committees/sub-boards, the WMCA Board must also appoint the chairs of these meetings, specifically:
- Overview & Scrutiny Committee (*previously Councillor Cathy Bayton*)
 - Transport Delivery Committee (*previously Councillor Kath Hartley*)
- 4.2 In addition, a number of other committees/sub-boards are chaired by the appropriate Portfolio Lead, and it is intended to carry on these arrangements for 2022/23:
- Economic Growth Board: Portfolio Lead for Economy & Innovation
 - Environment & Energy Board: Portfolio Lead for Environment, Energy & HS2
 - Housing & Land Delivery Board: Portfolio Lead for Housing & Land
 - Investment Board: Portfolio Lead for Finance
 - Wellbeing Board: Portfolio Lead for Wellbeing

5. Public Service Reform Board

5.1 The Public Service Reform Board has existed since the WMCA was established in 2016. In practice however, decision making in respect of public service reform has always been made at the WMCA Board itself, given the importance that board members have given to ensuring that any proposed reform enjoys the support of the region's political leaders. Each of the WMCA's 'thematic' boards have also conducted their own public service reform-related discussions where this relates to the activity of their board. It is therefore proposed that the Public Service Reform Board itself be discontinued, and that public service reform activity continued to be discussed at individual board level, with the WMCA Board discharging any decision making responsibilities in this area.

6. Portfolio Leads

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

6.2 For 2022/23 the Mayor intends to retain the majority of the existing arrangements, except with the introduction of a new Portfolio Lead for Levelling Up and the removal of the Portfolio Lead for Public Service Reform & Social Economy. The responsibilities for each are shown below:

Portfolio

Deputy Mayor
Culture & Digital
Economy & Innovation
Environment, Energy & HS2
Finance
Housing & Land
Inclusive Communities
Levelling Up
Skills & Productivity
Transport
Wellbeing

Lead Member

Councillor Bob Sleigh
Councillor Patrick Harley
Councillor Ian Brookfield
Councillor Ian Courts
Councillor Bob Sleigh
Councillor Mike Bird
Councillor Kerrie Carmichael
Councillor Brigid Jones
Councillor George Duggins
Councillor Ian Ward
Councillor Izzi Seccombe

7. Timetable of Meetings

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

8. Financial Implications

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

9. Legal Implications

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

10. Equalities Implications

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

11. Inclusive Growth Implications

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

12. Geographical Area of Report's Implications

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

12. Schedule of Background Papers

Correspondence received from constituent and non-constituent authorities setting out their nominations to the WMCA's boards and committees for 2022/23.



West Midlands Combined Authority

WMCA Board

Representing	Nominee	Substitute
Birmingham City Council	Councillor Ian Ward Councillor Brigid Jones	Councillor Sharon Thompson Councillor John Cotton
Coventry City Council	Councillor George Duggins Councillor Abdul Khan	Councillor Jim O'Boyle Councillor David Welsh
Dudley Metropolitan Borough Council	Councillor Patrick Harley Councillor Steve Clark	Councillor Shaun Keasey Councillor Laura Taylor-Childs
Sandwell Metropolitan Borough Council	Councillor Kerrie Carmichael Councillor Bob Piper	Councillor Danny Millard Councillor Laura Rollins
Solihull Metropolitan Borough Council	Councillor Ian Courts Councillor Bob Sleigh	Councillor Karen Grinsell Councillor Ken Hawkins
Walsall Metropolitan Borough Council	Councillor Mike Bird Councillor Rose Burley	Councillor Adrian Andrew Councillor Khizar Hussain
City of Wolverhampton Council	Councillor Ian Brookfield Councillor Stephen Simkins	Councillor Clare Simm Councillor Tersaim Singh
Black Country LEP	Tom Westley	Lindsey Flynn
Cannock Chase District Council	Councillor Olivia Lyons	Councillor Bryan Jones
Coventry & Warwickshire LEP	Sarah Windrum	Sean Farnell

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

Audit, Risk & Assurance Committee

Representing	Nominee	Substitute
Birmingham City Council	Councillor Yvonne Mosquito	Councillor Marje Bridle
Coventry City Council	Councillor Ram Lahka	Councillor Naeem Akhtar
Dudley Metropolitan Borough Council	Councillor Dave Borley	Councillor Phil Atkins
Sandwell Metropolitan Borough Council	Councillor Peter Allen	Councillor Charn Padda
Solihull Metropolitan Borough Council	Councillor Ken Meeson	Councillor Michael Gough
Walsall Metropolitan Borough Council	Councillor Ram Mehmi	TBC
City of Wolverhampton Council	Councillor Craig Collingswood	Councillor Tersaim Singh
Shropshire non-constituent authorities	Councillor Chris Schofield	Councillor Paul Watling
Staffordshire non-constituent authorities	Councillor Mike Sutherland	Councillor Bryan Jones
Warwickshire non-constituent authorities	Councillor Richard Baxter-Payne	Councillor Kyle Evans
Worcestershire non-constituent authorities	Councillor Tom Baker-Price	Councillor Luke Court
LEP representative	Sean Farnell	Sarah Windrum
Independent member	Mark Smith	n/a

Economic Growth Board

Representing	Nominee
Portfolio Lead for Economy & Innovation (Chair)	Councillor Ian Brookfield
Mayor of the West Midlands	Andy Street
Portfolio Lead for Finance	Councillor Bob Sleigh
Birmingham City Council	Councillor Ian Ward
Coventry City Council	Councillor George Duggins
Dudley Metropolitan Borough Council	Councillor Shaz Saleem
Sandwell Metropolitan Borough Council	Councillor Peter Hughes
Solihull Metropolitan Borough Council	Councillor Ian Courts
Walsall Metropolitan Borough Council	Councillor Adrian Andrew
Non-Constituent authorities	Councillor Matt Dormer
Black Country LEP	Tom Westley
Coventry & Warwickshire LEP	Sarah Windrum
Greater Birmingham & Solihull LEP	Anita Bhalla
Black Country Chamber of Commerce	Corin Crane
West Midlands Growth Company	Matthew Hammond

West Midlands Innovation Board	Mike Wright
Higher Education Sector	Stuart Croft
Midlands Trades Union Congress	Lee Barron

Environment & Energy Board

Representing	Nominee
Portfolio Lead for Environment, Energy & HS2 (Chair)	Councillor Ian Courts
Birmingham City Council	Councillor Majid Mahmood
Coventry City Council	Councillor Jim O'Boyle
Dudley Metropolitan Borough Council	Councillor Rob Clinton
Sandwell Metropolitan Borough Council	Councillor Zahoor Ahmed
Solihull Metropolitan Borough Council	Councillor Andy Mackiewicz
Walsall Metropolitan Borough Council	Councillor Kerry Murphy
City of Wolverhampton Council	Councillor Steve Evans

Housing & Land Delivery Board

Representing	Nominee
Portfolio Lead for Housing & Land (Chair)	Councillor Mike Bird
Birmingham City Council	Councillor Sharon Thompson
Coventry City Council	Councillor David Welsh
Dudley Metropolitan Borough Council	Councillor Wayne Sullivan
Sandwell Metropolitan Borough Council	Councillor Charn Padda
Solihull Metropolitan Borough	Councillor Andy Mackiewicz
City of Wolverhampton Council	Councillor Bhupinder Gakhal
Cannock Chase District Council	Councillor George Adamson
Black Country LEP	Sarah Middleton
Coventry & Warwickshire LEP	Chris Lawes
Greater Birmingham & Solihull LEP	Dawn Ward
North Warwickshire Borough Council	Councillor David Wright
Nuneaton & Bedworth Borough Council	Councillor Richard Smith
Redditch Borough Council	Councillor Matt Dormer
Shropshire Council	Councillor Ed Potter
Stratford-on-Avon District Council	Councillor Darren Pemberton

Tamworth Borough Council	Councillor Jeremy Oates
Telford & Wrekin Council	Councillor Richard Overton
Warwickshire County Council	Councillor Peter Butlin
Environment Agency	Suzanne Ward
Homes England	Jo Nugent
West Midlands Housing Association Partnership	Kevin Rogers

Investment Board

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

Overview & Scrutiny Committee

Representing	Nominee	Substitute
Birmingham City Council	Councillor Lauren Rainbow Councillor Jamie Tennant Councillor Ken Wood	Councillor David Barker Councillor Jane Jones Councillor Ewan Mackey
Coventry City Council	Councillor Naeem Akhtar	Councillor Jayne Innes
Dudley Metropolitan Borough Council	Councillor Ian Kettle	Councillor Shaun Keasey
Sandwell Metropolitan Borough Council	Councillor Karen Simms	Councillor Jackie Taylor
Solihull Metropolitan Borough Council	Councillor Andrew Burrow	Councillor Bob Grinsell
Walsall Metropolitan Borough Council	Councillor Vera Waters	TBC
City of Wolverhampton Council	Councillor Paul Sweet	Councillor Milkinder Jaspal
Joint Dudley/Sandwell/ Walsall/Wolverhampton representative	Councillor Cathy Bayton* TBC* <i>* to be confirmed at ABCA AGM</i>	TBC* TBC*
Joint Coventry/Solihull representative	Councillor Martin McCarthy	TBC
Shropshire non-constituent authorities	Councillor Nigel Lumby	Councillor Derek White
Staffordshire non-constituent authorities	Councillor Mike Sutherland	Councillor Bryan Jones
Warwickshire non-constituent authorities	TBC	TBC
Worcestershire non-constituent authorities	Councillor Mike Chalk	Councillor Brandon Clayton
Black Country LEP	TBC	TBC

Greater Birmingham & Solihull LEP	TBC	TBC
Coventry & Warwickshire LEP	TBC	TBC

Transport Scrutiny Sub-Committee

Representing	Nominee	Substitute
Birmingham City Council	Councillor Chaman Lal	TBC
Coventry City Council	TBC	TBC
Dudley Metropolitan Borough Council	Councillor Mark Westwood	TBC
Sandwell Metropolitan Borough Council	Councillor Karen Simms	TBC
Solihull Metropolitan Borough Council	Councillor Martin McCarthy	Councillor Alan Feeney
Walsall Metropolitan Borough Council	Councillor Vera Waters	TBC
City of Wolverhampton Council	Councillor Barbara McGarrity	TBC

Transport Delivery Committee

Representing	Nominee
Birmingham City Council	Councillor Robert Alden Councillor Zaker Choudhry Councillor Shabrana Hussain Councillor Timothy Huxtable Councillor Narinder Kooner Councillor Mary Locke Councillor Saddak Miah
Coventry City Council	Councillor Pervez Akhtar Councillor Linda Bingham
Dudley Metropolitan Borough Council	Councillor Anne Millward Councillor David Stanley
Sandwell Metropolitan Borough Council	Councillor Bill Gavan Councillor Julie Webb
Solihull Metropolitan Borough Council	Councillor Bob Grinsell Councillor Josh O'Nyons
Walsall Metropolitan Borough Council	Councillor Gurmeet Sohal Councillor Richard Worrall
City of Wolverhampton Council	Councillor Carol Hyatt Councillor Clare Simm

Wellbeing Board

Representing	Nominee
Portfolio Lead for Wellbeing (Chair)	Councillor Izzi Seccombe
Birmingham City Council	Councillor Karen McCarthy
Coventry City Council	Councillor Kamran Caan
Dudley Metropolitan Borough Council	Councillor Ian Bevan
Sandwell Metropolitan Borough Council	Councillor Suzanne Hartwell
Solihull Metropolitan Borough Council	Councillor Tony Diccico
Walsall Metropolitan Borough Council	Councillor Gary Flint
City of Wolverhampton Council	Councillor Jasbir Jaspal
Nuneaton & Bedworth Borough Council	Councillor Julian Gutteridge
Warwickshire County Council	Councillor Margaret Bell
Association of Directors of Public Health	Karen Wright
Birmingham & Solihull Integrated Care System	Will Taylor
Black Country Integrated Care System	Mark Axcell
GP Representative	Sarah Marwick
NHS England	Mike Wade
Office for Health Improvement & Disparities	Sue Ibbotson

Universities West Midlands	Sean Russell
West Midlands Fire Service	Pete Wilson

West Midlands Combined Authority Meeting Schedule 2022/23

Meeting	June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023
WMCA Board	10	15	-	16	-	18	-	13	10	24	-	-	9
Audit, Risk & Assurance Cttee	-	7	-	-	4	15	-	24	-	-	18	-	-
Economic Growth Board	30	-	-	23	-	-	2	-	15	-	-	-	-
Environment & Energy Board	22	-	-	28	-	-	7	-	-	1	-	-	7
Housing & Land Delivery Board	-	20	-	-	5	16	-	25	-	22	26	-	-
Investment Board	20	18	15	19	17	14	12	9	13	20	17	-	-
Overview & Scrutiny Cttee	-	11	-	5	20	7	15	12	-	13	-	-	-
Transport Scrutiny Sub-Cttee	-	13	-	7	12	9	-	11	15	15	-	-	-
Skills Advisory Board	-	11	-	-	-	-	21	-	-	-	-	-	-

Transport Delivery Committee	-	11	-	12	-	14	-	9	6	13	-	-	5
Wellbeing Board	27	-	-	6	-	-	5	-	-	6	-	-	13

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WMCA Board

Date	10 June 2022
Report title	Overview & Scrutiny Committee - Annual Report
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Satish Mistry, Interim Director of Law & Governance email: satish.mistry@wmca.org.uk
Report has been considered by	Strategic Leadership Team – 18 May 2022

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note the Overview & Scrutiny Committee 2021/22 annual report, attached as appendix A.

1. Purpose

- 1.1 The purpose of this scrutiny annual report is to highlight the work programme and key achievements of the Overview & Scrutiny Committee during 2021/22.

2. Background

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

3. Wider WMCA Implications

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

4. Financial Implications

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

5. Legal Implications

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

6. Equalities Implications

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

7. Inclusive Growth Implications

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

8. Geographical Area of Report's Implications

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

9. Other Implications

None



West Midlands
Combined Authority

West Midlands Combined Authority Overview & Scrutiny 4th Annual Report 2021/22

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Foreword

Chair – Councillor Cathy Bayton

As the chair of the Overview & Scrutiny Committee for 2021/22 I want to thank all of its members for their commitment and participation this last year. Scrutiny is only as effective as its membership, and for the first time since the inception of the West Midlands Combined Authority every scrutiny meeting has met its quoracy threshold, emphasising the growing recognition amongst participating councils that effective scrutiny leads to better policy development and service delivery right across the WMCA. The manner in which robust, but fair scrutiny has been undertaken this past year has demonstrated the value scrutiny brings to a publicly funded organisation. It is in recognition of the cross-party work of this committee that the impacts it has made on the organisation are highlighted further within this report.

I want to say a particular thank you to the Vice-Chair Councillor Lisa Trickett, whose knowledge and expertise has been invaluable in guiding and supporting me as chair, particularly regarding the affordable housing scrutiny review.

Once again, the work of the committee has only been possible due to efforts of our scrutiny officer Lyndsey Roberts, who has worked tirelessly on behalf of members to support our work programme and to advocate on behalf of overview and scrutiny across the WMCA. As chair I am incredibly grateful to her, along with Dan Essex for his sterling advice in relation to wider governance and constitutional matters.

In setting the work plan for 2022/23, there are some items of business to be carried over that I hope will be fully addressed and seen through to conclusion, including the skills review and the governance review. Both items have been on-going pieces of work for scrutiny for some years and it is my sincere hope that the conclusion of both of these reviews will reflect great credit on the institution of the WMCA, given its vital role within the West Midlands.



Foreword

**Chair of Transport Scrutiny
Sub-Committee –
Councillor Liz Clements**

As outgoing chair of the TSSC, I'm extremely grateful to all my fellow councillors who've joined me in scrutinising this key area of the WMCA's activity, you have brought a consistently high standard of debate and enquiry to our meetings. Our scrutiny officer Lyndsey Roberts has provided the committee with excellent support, and we've relied on Dan Essex for governance advice: both these outstanding officers are a credit to the WMCA. Many thanks also to Ann Shaw and all her team at TfWM for their open and constructive engagement with TSSC throughout the year.

Our work programme has tackled the key challenges for TfWM and transport operators as the transport sector recovers from the pandemic. The future of bus services; climate change and the urgent need to decarbonise transport; the current state of Midland Metro – its operating challenges and expansion plans; rebuilding passengers' confidence post pandemic and the delivery of the Commonwealth Games transport projects: these are the issues which have dominated the agenda of TSSC over the past year, and we have challenged decision makers in WMCA and TfWM with the issues which matter to our residents.

At the time of writing, a review of the WMCA's transport governance arrangements is under way, including consideration of the roles of the TSSC and the Transport Delivery Committee. It is to be hoped that the review produces recommendations to clarify the lines of accountability for transport decision-making in the WMCA, reduce duplication of meetings and provide a more effective platform for elected members to hold transport decision makers to account.

Introduction

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

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

Scrutiny is a fundamental part of any efficient and equitable governance structure and decision-making process. Scrutiny is at the heart of good decision-making in which the WMCA has welcomed, encouraged and supported throughout the organisation.

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

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

Overview & Scrutiny Committee in 2021/22

This year the committee has focused on the extent and use of housing and land powers available to the WMCA, the Environment Act 2021 and the role of the WMCA, and a review of regional governance and the simplification of economic leadership to ensure inclusive economic growth was progressed and that local residents were provided with the opportunities to access growth areas.

The committee has continued to have broad oversight of the policies of the WMCA and has reviewed the effectiveness of its key decisions. It has an important role in reviewing and scrutinising the Mayor, Portfolio Lead Members, the WMCA and Transport for West Midlands in respect of plans, priorities, corporate governance arrangements and financial matters.

“

Overview & Scrutiny's Focus for the Year

To establish whether the West Midlands Combined Authority's policies were helping those that were most in need, and to ensure that the hardest to reach communities could feel the benefit of the WMCA

”



Holding the Mayor of the West Midlands and the Portfolio Lead Members to Account

The committee has undertaken a number of public Mayoral Q&A sessions, structured around two of the committee's core themes (accountability and investment) with questions focusing on the key challenges for the West Midlands region.

In October, the committee questioned Andy Street on the delivery and impact of the WMCA policies. Questions focussed on:

- Levelling Up White Paper
- West Midlands Plan for Growth
- Economic Development and Regeneration
- Skills
- Transport, including bus franchising
- Housing
- Environment Bill

In December, the committee held its second Q&A and questioned the Mayor on financial matters relating to the developing budget for 2022/23, with a particular focus on:

- The sustainability of the budget
- Transport revenue
- Housing
- Environment
- Adult Education Budget

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

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



Areas of Focus 2021/22

Helping to Deliver Affordable and Social Housing

Overview & Scrutiny Committee has identified the provision of affordable and social housing within the region as a key area of focus for 2021/22. It established a scrutiny panel that examined the role and remit of the WMCA to deliver affordable and social housing within the West Midlands through the use of devolved housing and land funds and considered how this supported and added value to the responsibilities of the constituent authorities in respect of affordable and social housing provision.

Evidence Gathering and Key Witness Interviews

In addition to written evidence submitted, the scrutiny panel conducted face-to-face interviews with a range of key witnesses to build a better appreciation of the strengths and challenges of the current arrangements and to highlight areas of potential improvements. The scrutiny panel interviewed:

Key Issues & Challenges Identified

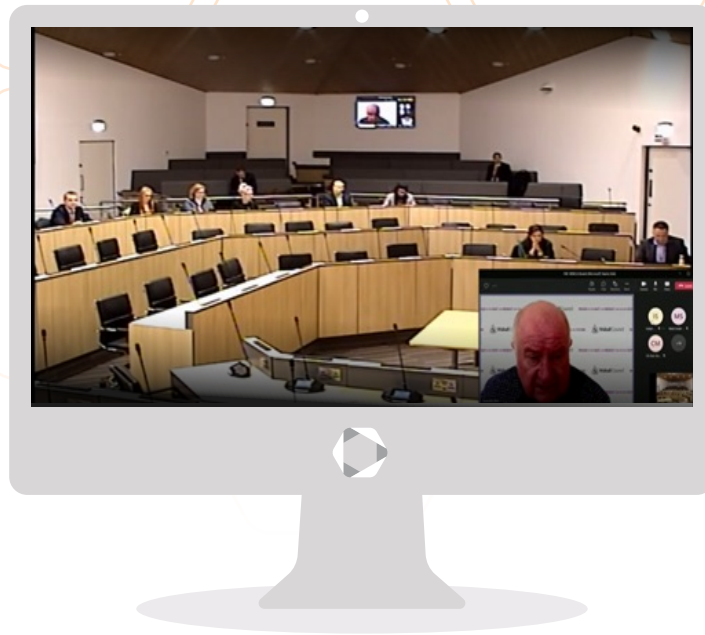
- The drive to receive a receipt on the sale of land which undermined the capability to develop and bring forward affordable and social housing within the region.
- The shortage of land
- An increase in flip sales
- Issues with capacity, capability and the costs of land assembly

- **Gareth Bradford**, Director of Housing and Regeneration, WMCA
- **Ian McLeod**, Director of Planning, Birmingham City Council
- **Jo Nugent**, Head of West Midlands-Markets, Partners and Places, Homes England
- **Tom Hawley**, Head of Affordable Housing Growth (Midlands), Homes England
- **Musurut Dar**, Senior Community Organiser, Shelter
- Members of Birmingham Fair Housing Campaign
- **Kevin Rodgers**, Chair of the West Midlands Housing Association Partnership
- **Steve Eaves**, Director of Regeneration, Platform Housing Association
- **David Soothill**, Development Director, Sanctuary Housing Association

Engagement with the Portfolio Lead for Housing & Land

In March, Councillor Mike Bird, Portfolio Lead Member for Housing & Land undertook a scrutiny spotlight session with members and answered questions on the collaboration and co-investment in the region between housing associations and WMCA to secure more social and affordable housing to meet local needs, and on the work taking place on the new innovative joint approach with a group of housing associations in the region to deliver additional affordable housing and wider socio-economic outcomes on WMCA land.





Review Recommendations approved by the WMCA Board on 18 March 2022

After considering the written and oral evidence it received, the Scrutiny Panel proposed a number of recommendations to the WMCA Board that would help to address the housing need within the region and help to deliver more social housing within the West Midlands:

Recommendation 1

That the WMCA Board writes to the Secretary of State for Levelling Up, Housing & Communities, setting out the region's ambitions to deliver a step change in the delivery of social and affordable homes in the region and its intent to pursue this and the associated powers/funding needed to achieve that as part of the Levelling Up agenda and devolution deal negotiations.

Recommendation 2

That WMCA should retain a minimum affordable housing target but that the affordable housing requirements for schemes funded by WMCA (currently set as a minimum of 20% affordable), should seek to be aligned with the targets set by Local Planning Authorities in the relevant Local Plan including the alignment of type and tenure.

Recommendation 3

That the WMCA and local authorities continue to work together through the Housing & Land Board, WMCA Public Land Taskforce and directly with the Cabinet Office to address issues around best value in disposal of public land and to identify actions and interventions that will maximise the wider social, economic and environmental benefits secured through the development and disposals of public land in the region.

Recommendation 4

That the WMCA, housing associations, Homes England and local authorities continue to work together to address the contradictions and challenges of the current system for delivery of affordable and social housing – recognising that the challenge cannot be addressed in isolation and it is a multi-faceted systemic issue where all agencies need to work together with a clear strategy for change.

Recommendation 5

That the WMCA, local authorities and other regional stakeholders campaign for an end to the restriction sighted in the interviews of social housing grant being awarded to areas of high affordability pressure, noting that more investment in social housing across the region will address multiple needs and provide more secure, healthy and efficient homes for our communities.

Recommendation 6

That through the Trailblazer Devolution Deal, the WMCA, local authorities and other regional stakeholders' campaign for an end to or amendment of the viability clause in national planning policy which is impacting directly on land prices and affordable housing supply in the region.

Recommendation 7

That the WMCA appropriately brings together local capacity, capabilities and expertise across local authorities, the WMCA and other public bodies (e.g. Homes England) to support housing and regeneration, especially in matters around land assembly and interventions such as Compulsory Purchase Orders.

Recommendation 8

That through any future devolution deal, the WMCA, local authorities and other regional stakeholders' campaign for a review of the Local Housing Allowance system and the necessary local discretion in order to address issues affecting excluded residents and the subsequent impact on homelessness, temporary accommodation and the private rented sector.





Air Quality in the West Midlands: Options Paper

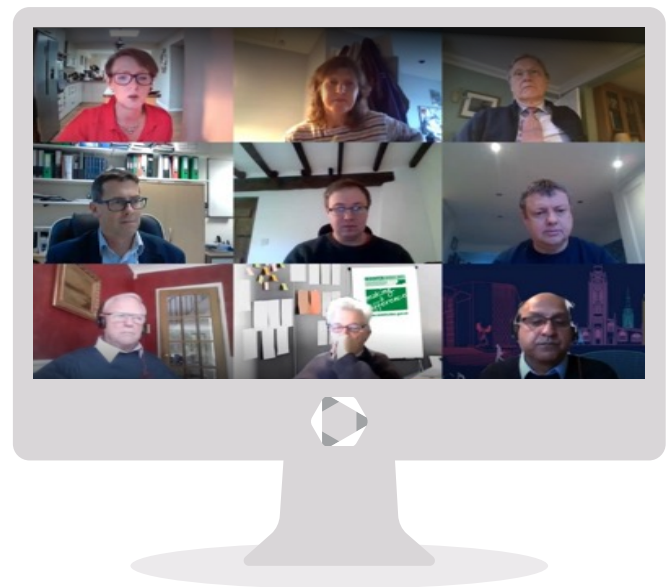
ENVIRONMENT ACT 2021

In June, the WMCA Board discussed the proposed changes in air quality legislation and how the WMCA could be best placed to compliment and add value to the work being undertaken by constituent authorities.

A scrutiny panel was established to review this in further detail. The panel worked with the Inclusive Growth & Public Service Reform directorate to review and understand the additional requirements arising from the outcome of the Environment Bill as it progressed through Parliament. Members engaged with the Head of Environment and the University of Birmingham to review an Air Quality Options Paper that provided a summary of interventions that could be adopted and which was presented to the WMCA Board in February for consideration.

Engagement with the Portfolio Lead for Environment, Energy & HS2

In January, Councillor Ian Courts, Portfolio Lead for Environment, Energy & HS2 undertook a scrutiny spotlight session with members on the Environment Act, prior to the consideration of the Air Quality Options Paper at the WMCA Board in February.



“

To avoid displacement activity, a **combined approach** to **address air quality** was needed and the **development of an area-wide strategy** to tackle the problem of air pollution in many areas

”



The Levelling Up White Paper: Trailblazer Devolution Deal

Members scrutinised the proposed plans for co-ordinating a response to the Government's invitation to negotiate a Trailblazer Devolution Deal.

Members highlighted the importance of community engagement and transparency to ensure that the voice of the citizen was heard and that the WMCA was involving the wider community in shaping its future role, along with the importance of understanding the differential spatial content within the region.

Members gave a commitment to remain engaged in any potential powers to be devolved to the WMCA arising out of a future devolution deal.

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

Pre-Decision Scrutiny

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

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

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

WMCA's Aims & Objectives

Overview & Scrutiny Committee contributed to the development of the WMCA's Aims & Objectives through bilateral and multilateral engagement with the Head of Policy & Programme Development, prior to its submission for agreement at the WMCA Board in November.

Through the development of the document, scrutiny has helped to:

- Set out how the WMCA will deliver on the region's priorities
- Guide the use of powers and money secured from central government
- Enable the WMCA to measure progress against their priorities

“ To ensure that the work of the WMCA was reflective and understood the views of local communities, it was important for the WMCA to undertake effective citizen engagement ”

Economic Governance and Establishing the Economic Growth Board

Overview & Scrutiny Committee engaged in the establishment of a new Economic Growth Board to provide democratically accountable economic leadership with decision-making powers. The board will provide strategic oversight of the region's approach to driving green and inclusive economic growth.

Scrutiny members stressed the importance of progressing inclusive economic growth, ensuring local residents were provided with the opportunities to access growth areas, the need for effective public community engagement in policy development and the need to support businesses to transition due to wider economic factors.

Members observations and comments helped to inform the final report submitted to the WMCA Board for approval.



A Look Back: Scrutiny Reviews 2019/20 - Follow-Up Where are We Now?

WMCA Governance Scrutiny Review & Effectiveness of Transport Governance Scrutiny

During 2019/20, Overview & Scrutiny Committee undertook two reviews that looked at the current governance arrangements of the WMCA and the effectiveness of transport governance. The findings of both reviews have been taken into consideration as part of a wider governance review commissioned by the Mayor and Constituent Authority Leaders.

In November, Overview & Scrutiny Committee reviewed the activities of the WMCA's Governance Working Group and supported its recommendations including a review of the WMCA's Members' Allowances Scheme.

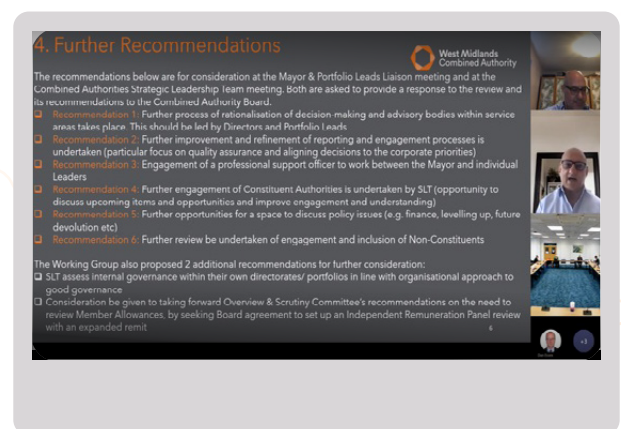
The WMCA Board has now established an Independent Remuneration Panel to undertake a review of allowances. The Overview & Scrutiny Committee will continue to be engaged in the process and the chair of the committee will give evidence to the panel.

Adult Education Budget

During 2019/20, Overview & Scrutiny Committee undertook a review of the devolution of the Adult Education Budget in which the WMCA became responsible for from 1 August 2019. The devolved Adult Education Budget provided funding for adult skills delivery for residents (aged 19 and over) of the West Midlands' seven constituent areas.

A deep dive was undertaken with the Cabinet Member for Education and Skills from each of the seven constituent local authorities, with questions focussing on the use of the Adult Education Budget in each local authority area. Overview & Scrutiny Committee continue to have oversight of the delivery of local skills training within the region.

“ Overview & Scrutiny Committee's recommendations have really helped us to drive a different approach with AEB ”





Economic Needs of the Black Country' Scrutiny Review

During 2020/21, Overview & Scrutiny undertook a review to understand whether the regional economic recovery proposals, which the WMCA were supporting and enabling, were meeting the needs that had been identified within the Black Country sub-region. The findings of the review were submitted and accepted by the WMCA Board.

The Overview & Scrutiny Committee received a letter in response to each of the recommendations from the Chief Executive, which has now led to a further review which will be undertaken in 2022/23 to understand the impact of the devolution of the Adult Education Budget to the WMCA on the delivery of local skills training within the region, and to identify the challenges and ways in which the WMCA and local authorities could better target skills needs in the region, particularly in relation to the big economic challenges.

The findings of the review will be used to help shape future skills funding, including the Shared Prosperity Fund.

Holding those Responsible for Transport to Account

Councillor Ian Ward, Portfolio Lead for Transport

In October, a Q&A session was held with Councillor Ian Ward, Portfolio Lead for Transport, on transport policy related matters. Members questioned him on:

- The delivery of the Commonwealth Games Transport Plan
- Hydrogen Vehicles
- Bus Franchising
- Midland Metro
- Transport Levy
- City Region Sustainable Transport Settlement Bid

The sub-committee's observations and recommendations were endorsed by the Overview & Scrutiny Committee and Portfolio Lead Member for Transport.

Transport Scrutiny Sub-Committee

Overview & Scrutiny Committee appointed Councillor Liz Clements to Chair the sub-committee for 2021/22, who brought with her considerable experience in scrutinising transport services.

With the scale and scope of the transport-related projects currently being delivered, scrutiny members have ensured that they have held those responsible for transport to account, demonstrated through Q&A sessions with the Portfolio Lead for Transport, the Chair of the Transport Delivery Committee, and the Executive Director for Transport for West Midlands.

Councillor Kath Hartley, Chair of Transport Delivery Committee

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

- Transport Governance Review
- Financial and Performance Monitoring Information
- Strategic Delivery
- Delivery of the Commonwealth Games Transport Plan
- Cycling & Walking
- Midland Metro Suspension and Operations

The sub-committee's observations and recommendations were endorsed by the Overview & Scrutiny Committee and Portfolio Lead for Transport.

Transport Scrutiny Sub-Committee Focus for the Year

“ To ensure that the WMCA together with constituent authorities and stakeholders were restoring public confidence in using the transport system post the COVID-19 pandemic and to encourage people to use public transport as an alternative to the car

”

Areas of Focus 2021/22

This year the Transport Scrutiny Sub-Committee has focussed on the following areas:

Roundtable Event: E-Scooter Trial

Scrutiny members were invited to attend a West Midlands E-Scooter Roundtable Event: The Impact on People with Sight Loss.

Members heard from sight loss organisations and local people living with sight loss and proposals as to how organisations can work together to ensure that visually impaired people felt confident and safe when walking around the region.

This valuable discussion helped members to form their lines of enquiry for its spotlight session with the Innovation Integration Lead, Transport for West Midlands on the E-Scooter.

Bus Delivery Options Paper

Scrutiny members received an early insight into the work undertaken regarding future bus delivery options, which led to a spotlight session with the Head of Network Transformation to answer questions on:

- the benefits, challenges and risks associated with the introduction of bus franchising
- accountability
- relationships
- the importance of the passenger experience.

West Midlands Local Transport Plan: Green Paper

Scrutiny members were engaged on the Local Transport Plan Green Paper and took a closer more detailed review on the level of ambition of the plan, resources and capacity. Key questions focussed on:

- Whether the projects would deliver the change required within the region?
- Whether the projects would meet the needs of the residents of the West Midlands?
- The importance of engagement with members of the public to ensure behavioural change.

The views and comments on the green paper were used to inform a session with the constituent authority leaders on the future transport strategy.

Transport Scrutiny Sub-Committee will continue to scrutinise the delivery of the Local Transport Plan to ensure that it met the needs of the residents of the West Midlands.

“

It was important 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

”

Midland Metro: Suspension and Operations

Earlier this year, cracks were discovered on the trams which resulted in a temporary interruption to services for inspection and repairs. Scrutiny members examined the reasons for the cracks, financial losses and progress for a return to service in which many residents of the West Midlands relied upon.

The sub-committee sought assurances that Transport for West Midlands understood and documented the root cause of the cracks on the second-generation tram fleet. Members sought clarity that, within the system and according to the regulator, the works had been completed and therefore provided the confidence that the action undertaken resulted in the operation of a safe and robust service.

Scrutiny members held a joint briefing session with member of the Transport Delivery Committee to discuss the suspension, timescales and next steps with the Executive Director for Transport for West Midlands.

A full detailed report was considered by the sub-committee at its meeting in March.

Commonwealth Games Transport Plan and Legacy

Transport Scrutiny Sub-Committee continued to engage with the Commonwealth Games Technical Director on the implementation of the Commonwealth Games Transport Plan. During the year, members have focussed on community engagement and opportunities, legacy of the games, connectivity, traffic management measures, mitigation measures, passenger experience, risks and vehicle reliability (bus, tram, rail)

City Region Sustainable Transport Settlement
















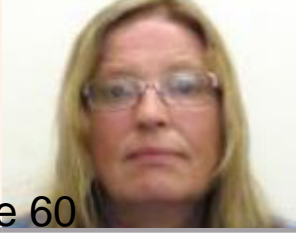
Scrutiny members held a spotlight session with the Head of Strategy & Intelligence on the detail of the City Region Sustainable Transport Settlement Bid, which was a five-year capital settlement to enable the region to achieve its ambitions in terms of transport investment, carbon reduction, economic growth and levelling up.

The WMCA submitted a full prospectus for £1.732bn of asks to the Department for Transport. The Government's Spending Review 2021 confirmed a WMCA allocation of £1.05bn for 2022-27.

Questions put forward to the Head of Strategy & Intelligence focussed on:

- the development of the programme
- local contributions
- the prioritisation process as all schemes included within the WMCA's bid submission were not fully funded
- transparency of prioritisation process; and
- how the balance of investment in public transport, active travel and further investment in the road network was going to feature in the prioritisation process.

Committee Members 2021/22

	<p>Councillor Cathy Bayton The Association of Black Country Authorities Committee Chair</p>		<p>Councillor Lisa Trickett Birmingham Committee Vice-Chair</p>
	<p>Councillor Naeem Akhtar Coventry</p>		<p>Councillor Maya Ali Coventry</p>
	<p>Councillor Kate Booth Birmingham</p>		<p>Paul Brown Black Country Local Enterprise Partnership</p>
	<p>Councillor Mike Chalk Redditch</p>		<p>Councillor Liz Clements Co-opted, Birmingham</p>
	<p>Councillor Tony Diccio Solihull</p>		<p>Councillor Ian Kettle Dudley</p>
	<p>Councillor Peter Fowler Birmingham</p>		<p>Councillor Nigel Lumby Shropshire</p>
	<p>Councillor Charn Padda Sandwell</p>		<p>Councillor Dr Simon People Tamworth</p>
	<p>Councillor Paul Sweet Wolverhampton</p>		<p>Councillor Vera Waters Walsall</p>

Sub-Committee Members 2021/22



Councillor Liz Clements

Birmingham
Chair



Councillor Barbara McGarrity

Wolverhampton
Vice-Chair



Councillor Gurdev Hayre

Coventry



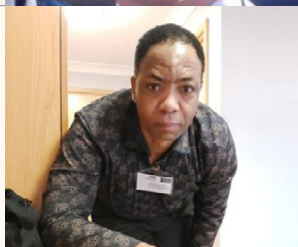
Councillor Adam Hicken

Walsall



Councillor Ian Kettle

Dudley



Councillor Thabiso Mabena

Sandwell



Councillor Martin McCarthy

Solihull



**West Midlands
Combined Authority**



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WMCA Board

Date	10 June 2022
Report title	Financial Monitoring Report 2021/22
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk tel: (0121) 214 7444
Accountable Employee	Linda Horne, Director of Finance email: linda.horne@wmca.org.uk tel: (0121) 214 7508
This report has been considered by	SLT – 18 May 2022 WMFDs – 19 May 2022 Programme Board – 20 May 2022

Recommendation(s) for action or decision:

WMCA Board is recommended to:

- (1) Note the financial position as at 31 March 2022, as detailed in Sections 2-4.
- (2) Note the update on 2022/23 year to date position, as detailed in Section 5.
- (3) Note the progress on City Region Sustainable Transport Settlement (CRSTS), as detailed in Section 6.
- (4) Approve the increase in the Sprint Phase 1 budget (to be fully funded by third parties) as detailed in Section 7.
- (5) Note the budget virement between Sprint Phase 1 and Phase 2 actioned under local delegations at a value of £4.318m as detailed in Section 7.
- (6) Note the revised cost to complete of Metro Wolverhampton City Centre Extension, and funding solution identified, as detailed in Section 8.
- (7) Note the acceptance of £11.25m of funding for 2022/23 to support Bootcamp activity, as detailed in Section 9.

- (8) Delegate authority to WMCA Executive Director of Finance and Business Hub and Executive Director of Economic Delivery, Skills and Communities to accept any funds awarded following submission of WMCA's investment plan to the Multiply fund, as detailed in Section 10.
- (9) Note the acceptance of £17.25m Active Travel Fund 3 funding, as detailed in Section 11.
- (10) Note the acceptance of £250k British Film Institution grant, plus the extension of current funding to 31 March 2023, as detailed in Section 12.
- (11) Note the acceptance of £30m funding for Zero Emission Bus Regional Areas (ZEBRA), as detailed in Section 13.
- (12) Note the update on the UK Shared Prosperity Fund, as detailed in Section 14.
- (13) Delegate to the Executive Director for Transport and WMCA Finance Director (S151 Officer) in conjunction with the Portfolio Holder for Transport to review, agree and submit the Levelling Up Fund Round 2 bid in line with the timescales published by Government, as detailed within Section 16.
- (14) Approve the extending of the role and remit of WMCA Investment Board to cover all WMCA projects allowing investment decisions to be made for values between £5m and £20m in line with the Single Assurance Framework as detailed in Section 17.
- (15) Note the Treasury Management Outturn as detailed in Section 18.

1.0 Purpose

- 1.1 To provide an update on the Combined Authority's finances as at the end of the 2021/22 Financial Year. This report contains the unaudited position, external audit procedures will be completed between July and September 2022, with a provisional signing date for the 2021/22 Statutory Accounts set for 31 September 2022.

2.0 2021/22 Revenue Position

- 2.1 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority. Before transfers to earmarked reserves, the final outturn was £9.209m favourable to budget mainly from the final Transport position.
- 2.2 The outturn position at the end of March was a £0.741m adverse variance from budget against the Delivery budget largely due to reduced income accruals within the Productivity and Skills portfolio. This adverse variance has been taken to WMCA's General Reserves, leaving a balance of £1.61m on 31 March 2022.
- 2.3 Within Transport, before transfers to earmarked reserves there is a surplus of £9.950m. This is largely due to Concession savings during the pandemic because of reduced service provision by operators. Further savings have been achieved due to the improvement to the Accessible Transport contract, including bringing the Customer Service team in-house. In addition, there was increased Digital Advertising revenue along with savings within the Subsidised Bus budget and ongoing staffing variations across various areas which have also contributed to the favourable variance. As previously endorsed by WMCA Board all surplus generated within 2021/22 has been taken to Transport reserves in order to support

the 2022/23 Transport Budget and provide some resilience for emerging pressures within the Transport network.

3.0 2021/22 Mayoral Office Position

3.1 Appendix 4 presents the Mayoral Office position as at the end of March 2022 which was in line with budget.

4.0 2021/22 Capital Programme Position

4.1 Appendix 5 sets out the position on the Capital Programme as at the end of March 2022. Actual costs for the year to the end of March 2022 were £387.6m, resulting in a favourable variance of £206.9m against a budget of £594.5m.

4.2 The outturn expenditure to budget variance is primarily contained within Transport (£142.1m), Grants to Local Authorities within the Investment Programme (£35m) and Housing (£29.8m).

4.3 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a budget of £229m, including all the Rail/Sprint & Metro extension schemes.

4.4 At the end of March, actual costs for the Investment Programme totalled £301.5m, which was £142.1m below the budget of £443.7m. The main variances at the end of March were contained within the Metro Programme totalling £46.7m, further detail is available in Appendix 5.

4.5 Whilst the programme does outline elements of slippage due to external factors being encountered within a difficult delivery environment, it is important to note that capital schemes are continuing to be delivered in line or broadly in line with the original schedule

5.0 2022/23 Update

5.1 The Authority approved a balanced budget at its meeting on 11 February 2022. At this early stage in the financial year there are no material variances to report however the Authority continues to face pressure brought about by the national economic picture specifically in relation to pay and price inflation and global supply issues. WMCA Investment Board on 25 April 2022 considered an initial report specifically in relation to emerging capital cost pressures and a further, more detailed update will be brought to the July Board.

5.2 As noted verbally at February board the Adult Education Budget (AEB) for 2022-23 has been confirmed at £140.577m, of which £131.48m relates to core AEB funding.

5.3 In addition, today's Board Agenda contains an update on Bus Service Improvement Plan funding from Government which also references specific and continuing risks to the West Midlands transport network. As last year, these risks are being closely monitored and updates on the emerging funding for the region along with implications will be reported in each financial report throughout this year.

6.0 CRSTS Update

- 6.1 In March 2022, WMCA Board approved the WMCA Section 151 Officer accepting the CRSTS settlement (in full or an interim settlement), subject to any such settlement being in line with the original programme level business case agreed by WMCA Board, and subject to the Terms and Conditions of the grant being acceptable to the WMCA Section 151 Officer.
- 6.2 The Terms and Conditions as received were in line with expectations and contained no specifically onerous conditions, although there are several obligations WMCA will need to satisfy (such as reliable ongoing reporting / monitoring and adherence to change control processes / confirmation of Local Contributions). There is an implication that unsatisfactory performance against / adherence to these obligations could result in a reduction to the overall sum but the risk of this is considered low and WMCA are working closely with HMT / DFT to mitigate this risk.
- 6.3 As the CRSTS programme progresses through the mobilisation stage, updates will be provided to the Board where relevant.

7.0 Sprint Capital Schemes Update

- 7.1 The full business cases for Sprint A34 and A45 Phase 1 and Phase 2 were approved by WMCA Board in February 2020 with a budget of £87.8m and £50.3m respectively (the latter being subject to the funding being secured). In March 2022, WMCA Board endorsed the addendums to Sprint A34 and A45 Phase 2 full business cases and approved a Phase 2 budget of £56m which give a total Sprint programme budget of £143.8m. The uplift in costs for Phase 2 is as a result of reviewing the original proposals in conjunction with Local Authority partners as well as making allowances for cost inflation that has been evidenced through the construction sector.
- 7.2 Since the approval of Sprint Phase 1 in February 2020, the Sprint A34 and Sprint A45 Phase 1 projects have been subject to scope changes which have led to the budget being increased by £5.15m fully funded due to the following broad reasons:
- Inclusion of additional A45 cycleway scope, funded by Transforming Cities Fund Cycling and Walking programme.
 - Following award of the main contract, Birmingham City Council have identified additional scope for inclusion into the main contract. The additional scope comprised of additional carriageway resurfacing works along the A34 and A45, and works at Digbeth, referred to as Allison Street. The total value of these enhanced works was £4.7m and is funded by Birmingham City Council under the Highways Act 1980 S8 and S278 agreement.

Whilst the changes above total less than 10% of the Board approved Phase 1 budget of £87.8m, the aggregate value of these changes exceeds the £5m value which can be approved locally by Statutory Officers.

- 7.3 Subject to approval by the Board, the total Sprint Programme cost for both Phase 1 and Phase 2, including the enhancement works, will be £148.6m.

7.4 In addition to the above, the Sprint Phase 1 project which is currently in the final stages of delivery has needed to accommodate specific financial pressures brought about by the challenging delivery environment. These pressures amount to £4.318m and can be accommodated through a virement between the Sprint Phase 1 and Phase 2 budgets. This is actionable under local delegations and is not expected to impact either the affordability or scope of the Sprint Phase 2 scheme.

8.0 Metro Wolverhampton City Centre Extension Update

8.1 Funding for the Metro Wolverhampton City Centre Extension (WCCE) was approved as part of the WIP (Wolverhampton Interchange Programme) Contribution Agreement agreed between West Midlands Combined Authority and Wolverhampton City Council in May 2018. The agreement was for a total of £81.8m which incorporated the Station and Car Park works, Urban Realm and WCCE works. Of this, £33.4m was included for the Metro Extension Works.

8.2 An exercise has been carried out by the Midland Metro Alliance to understand the cost to complete. The results of this exercise suggest additional project spend of £7.6m which is summarised as £3.4m of prolongation costs, £1.1m of additional scope requested by scheme partners, £1.1m of public realm work and £2.1m of additional project costs. This will take the total cost of WCCE to £41.163m.

8.3 A funding solution has been identified with prolongation and additional scope work both to be funded from WIP contingency, totalling £4.5m. The WIP Urban Realm Budget, funded by Wolverhampton City Council, will be used to cover the additional public realm works. £2.1m additional project costs will be borne by WMCA, using existing unallocated capital funds.

9.0 Acceptance of Productivity and Skills Bootcamp funding

9.1 WMCA has been awarded £11.25m for 2022/23 to support Bootcamps, focused on the priority sectors of digital, technical, construction, green and HGV, with 10% of the allocation to be spent flexibly within other areas. This amount was awarded in April 2022.

10.0 Allocation of Productivity and Skills Multiply funding

10.1 WMCA has been allocated £16.8m over 2022/23 – 2024/25 as part of the Department for Education's Multiply programme, aimed at improving adult numeracy skills. A separate paper presented at this meeting outlines WMCA's proposed investments, but this paper seeks WMCA Board approval to delegate authority to WMCA Executive Director of Finance and Business Hub and Executive Director of Economic Delivery, Skills and Communities to accept funds, which are expected to be awarded between the July 2022 and September 2022 WMCA Board meetings.

11.0 Acceptance of Active Travel Fund 3 grant

11.1 WMCA has been awarded £17.25m from Active Travel Fund 3, in order to support capital investment in cycling and walking facilities. Funds will be passported through WMCA to Local Authorities in order to deliver schemes. Funds will need to be committed by 31 March 2023.

12.0 Acceptance of BFI grant

12.1 WMCA has been granted an extension on its current British Film Industry grant to March 2023 and an additional £0.25m of funding to be used in this financial year. This grant supports Create Central activity.

13.0 Acceptance of Zero Emission Bus Regional Area (ZEBRA) funding

13.1 WMCA has been awarded £30m from DfT from the ZEBRA fund to promote cleaner and greener bus transport. The funds will be used to purchase 124 Hydrogen-fuelled buses and associated infrastructure. The ZEBRA fund is subject to a separate paper presented at this meeting, but this paper formally notifies WMCA Board of the acceptance of this funding.

14.0 UK Shared Prosperity Funding Update

14.1 WMCA has been appointed the lead authority for UKSPF across the West Midlands region, enabling the Combined Authority to lead a strategic joined-up approach to identifying investment priorities that will support our levelling up ambitions for the region. While the level of funding is lower than needed to achieve everything we would want to, it is an opportunity to do things better, where the region can set its own priorities rather than respond to nationally driven criteria.

14.2 The principles underpinning the approach, and initial thoughts on how the demand for funding is balanced across the relative strands, interventions and geographies has been reviewed at the Economic Growth Board. WMCA have also scheduled meetings with each Local Authority to discuss the approach and to identify key investment priorities for each local area.

14.3 The timescale for developing and approving the investment plan is extremely challenging. Plans must be submitted to central government by 1 August 2022 at the latest and will therefore require approval by the WMCA Board in July.

14.4 In advance of this a series of open webinars and other activities will be delivered, to facilitate the engagement of a wider range of stakeholders, as well as using existing meetings and channels to engage with key partners.

15.0 Investment Programme

15.1 The financial results for the West Midlands Regional Investment Programme run one month behind the regular management accounts, due to the requirement to consolidate outputs across the metropolitan area.

15.2 The February expenditure is shown at Appendix 7, which reports the gross delivery totals for programmes delivered by both WMCA and other entities (being primarily constituent member local authorities).

15.3 Appendix 8 summarises grant funding commitments approved by WMCA for projects within the Investment Programme, which total £858.5m as at 31st March 2022 (£858.5m as at 28th February 2022).

15.4 WMCA Investment Programme funding drawn / incurred by projects against these funding commitments as at 28th February 2022 totals £415.4m.

15.5 Since the last report, a change request to amend milestone dates for the Sutton Coldfield Gateway project within the Rail programme has been approved by Directors of WMCA under delegated authority. There is no change to the quantum of WMCA Investment Programme funding awarded for the project.

15.6 No other business case submissions have been approved.

16.0 Levelling Up Fund Round 2

16.1 To support the White Paper, Government recently launched the Levelling Up Fund Round 2 prospectus. A bid into Round 1 of the fund was supported by WMCA Board for investment in the Metro Depot and Traction Power projects, but it was subsequently unsuccessful.

16.2 WMCA via TfWM have the opportunity to submit another bid which is constrained to capital transport investment only. Bids must be able to demonstrate swift commencement with completion by March 2025.

16.3 As for the first round of the Fund, each local authority has been placed into category 1, 2 or 3 based on objective criteria, with category 1 representing the highest level of identified need. Six of the seven Local Authorities in the Constituent Area are in Category 1, with Solihull being in Category 3.

16.4 To apply for the second round of the Levelling Up Fund, all full bids complete with supporting documentation (including support by local MPs) must be submitted by 6th July. TfWM are currently looking to assemble a bid within tight timescales; the bid is in its initial stages of development but is intended to focus on investment in existing assets across the network, specifically bus stations and associated infrastructure.

16.5 The recommendation within this report requests support towards the development and submission of a bid, details of which will be included in the report to July WMCA Board and delegated to the Executive Director for Transport and WMCA Finance Director (S151 Officer) in consultation with the Lead Portfolio Holder for Transport to approve the final bid for submission.

17.0 Investment Board Remit

17.1 In March 2022 the WMCA Board approved extending the role and remit of WMCA Investment Board to cover all WMCA Transport projects (including the CRSTS programme) allowing investment decisions to be made for values between £5m and £20m in line with the Single Assurance Framework. Previously, the remit of Investment Board was centred around Investment Programme decisions only.

17.2 It was always envisaged that the WMCA Investment Board should oversee all WMCA Investments and with oversight of the two largest programmes being the IP and all Transport, this report recommends now extending the remit to all WMCA projects to endorse investment decisions between £5m and £20 million. Investment decisions above this value will continue to be made by WMCA Board. This approach will ensure consistency and alignment with the Single Assurance Framework across all WMCA activity.

18.0 Treasury Management Outturn

18.1 The Treasury Management Outturn 2021/22 is detailed in Appendix 10. The report is being submitted as a requirement under the CIPFA Treasury Management Code and will also be presented at the next WMCA ARAC meeting for review.

19.0 Balance Sheet

19.1 Appendix 9 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 March 2022.

19.2 The increase in property, plant and equipment reflects TfWM capital spend and work-in-progress funded mainly by grants in advance, resulting in an increase of £38.4m.

19.3 The increase in short-term deposits is largely due to the receipt of grants from the DfT and MHCLG and new PWLB loans offset by payments in respect of Adult Education Budget, Investment Programme and Metro extension schemes.

19.4 The receipt of grants and the increase in property, plant and equipment mentioned above led to a net increase in grants receipts in advance.

20.0 Administered Funds

20.1 Administered Funds as of 31st March 2022 totalled £71.3m. A breakdown of this amount is included within Appendix 6. These funds do not form part of the Authority's own revenue and capital budgets but are effectively funds where WMCA is the Accountable body and passports out to partner Authorities to deliver.

20.2 Note that the deadline for spending the Community Renewal Fund has been extended from 30 June 2022 to 31 December 2022. Currently all eight projects have indicated they wish to extend their funding to between September 2022 and December 2022. There is no additional funding available, but the extended deadline to spend funds already committed will support delivery of intended outcomes.

21.0 Financial Implications

21.1 The Financial Implications are set out in the report.

22.0 Legal Implications

22.1 In respect of the funding and passporting of funds there will be conditions that WMCA will need to adhere to. Legal support will be required for any legal documentation entered into in respect of the above.

23.0 Other Implications

23.1 There are no Equalities, Inclusive Growth, Geographical or Other implications arising from this report.

24.0 Appendices

- Appendix 1 – WMCA Consolidated Summary – March 2022
- Appendix 2 – WMCA Transport Revenue Summary - March 2022
- Appendix 3 – WMCA Delivery Budget Summary – March 2022
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- Appendix 5 – WMCA Capital Transport Delivery Programme – March 2022
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Appendix 1

WMCA Consolidated Revenue Budget Summary – March 2022

£000's	Year to Date			Full Year		
	Actual	Budget	Variance	Actual	Forecast	Variance
Transport Levy	114,720	114,720	0	114,720	114,720	0
Commonwealth Games	5,279	5,423	(144)	5,279	6,770	(1,491)
Revenue Grants & Other Income	20,197	9,348	10,849	20,197	13,610	6,587
Adult Education Funding	125,169	142,698	(17,529)	125,169	128,257	(3,088)
Share of Business Rates	9,000	9,000	0	9,000	2,832	6,168
Constituent Membership	4,644	4,644	0	4,644	4,644	0
Non Constituent Members	425	425	0	425	425	0
Investment Programme	36,500	36,500	0	36,500	33,135	3,365
Investment Income	976	898	78	976	881	95
Use of Reserves	9,947	9,495	452	9,947	10,382	(435)
Total Funding	326,857	333,151	(6,294)	326,857	315,656	11,201
Transport for West Midlands	110,400	119,415	9,015	110,400	114,883	4,483
Commonwealth Games	5,279	5,423	144	5,279	6,770	1,491
Economy & Innovation	7,082	3,381	(3,701)	7,082	5,114	(1,968)
Environment, Energy & HS2	1,116	598	(518)	1,116	1,143	27
Housing and Land	1,242	1,400	158	1,242	1,363	121
Wellbeing	1,357	1,502	145	1,357	1,371	14
PSR & Social Economy	1,566	1,563	(3)	1,566	1,673	107
Culture and Digital	5,803	174	(5,629)	5,803	264	(5,539)
Productivity & Skills	131,446	147,598	16,152	131,446	134,862	3,416
Inclusive Communities	67	68	1	67	78	11
Business Support	2,729	2,064	(665)	2,729	2,282	(447)
Investment Programme	45,683	45,605	(78)	45,683	36,054	(9,629)
Mayoral Office	760	760	0	760	779	19
Mayoral Election	3,118	3,600	482	3,118	3,308	190
Total Expenditure	317,648	333,151	15,503	317,648	309,944	(7,704)
Net Expenditure (before earmarked reserves)	9,209	0	9,209	9,209	5,712	3,497
Earmarked reserve (Support for Bus Network)	6,350	0	(6,350)	6,350	2,100	(4,250)
Earmarked reserve (2022/23 Transport Budget Support)	3,600	0	(3,600)	3,600	3,600	0
Net Expenditure (after earmarked reserves)	(741)	0	741	(741)	12	753
Transport	0	0	0	0	12	(12)
Delivery	(741)	0	(741)	(741)	0	(741)
Mayoral Office	0	0	0	0	0	0
Total Surplus / (Deficit)	(741)	0	(741)	(741)	12	(753)

The outturn position at the end of March shows a £0.741m adverse variance from budget and a full year variance from forecast of £0.753m. This position reflects a transfer to earmarked reserve to fund the 22/23 budget and transport risks as approved in the 2022/23 Budget approved by WMCA Board in February 2022.

Before transfers to reserves there is a surplus of £9.209m against budget. This is largely within Transport where there are significant savings of £6.0m within the Concessions budgets due to reduced patronage, fares and mileage. In addition, there savings of £2.1m relating to Accessible Transport largely due to revised contract arrangements, higher than budgeted advertising income of £1.7m. £2.1m has been used to fund increased Metro operational costs. The remaining surplus has been earmarked to fund the 2022/23 budget and risks associated within the transport network.

Final outturn within the Delivery budget is £0.741m adverse against budget and forecast largely due to reduced grant income within Productivity and Skills portfolio.

Appendix 2

Transport for West Midlands full year revenue position – March 2022

FULL YEAR 2021/22											
	ACTUAL £000			BUDGET £000			YTD VARIANCE FAV / (ADVERSE) £000	ACTUAL £000	FORECAST £000	FULL YEAR VARIANCE FAV / (ADVERSE) £000	
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET					
Transport Levy	114,720	0	114,720	114,720	0	114,720	0	114,720	114,720	0	
Use of Reserves	5,629	0	5,629	4,695	0	4,695	935	5,629	5,874	(245)	
TOTAL FUNDING	120,350	0	120,350	119,415	0	119,415	935	120,350	120,594	(245)	
Concessions											
National Bus Concession	172	46,145	(45,973)	191	50,663	(50,472)	4,499	(45,973)	(45,797)	(176)	
Metro / Rail	0	3,957	(3,957)	0	4,572	(4,572)	616	(3,957)	(4,565)	609	
Child Concession	0	6,123	(6,123)	0	7,029	(7,029)	906	(6,123)	(6,358)	234	
Bus Services											
Bus Stations / Infrastructure	9,160	12,982	(3,822)	7,442	12,594	(5,152)	1,330	(3,822)	(5,477)	1,654	
Subsidised Network	4,103	15,316	(11,214)	2,044	13,522	(11,478)	264	(11,214)	(11,557)	343	
Accessible Transport	(24)	4,619	(4,643)	0	6,637	(6,637)	1,995	(4,643)	(4,772)	130	
Rail and Metro Services											
Metro Services	432	4,773	(4,341)	192	2,771	(2,579)	(1,762)	(4,341)	(4,444)	103	
Rail Services	1,136	3,850	(2,714)	1,541	4,446	(2,904)	190	(2,714)	(2,986)	272	
Integration											
Safety and Security	769	1,737	(968)	669	1,943	(1,274)	305	(968)	(1,069)	101	
Passenger Information	22,505	27,931	(5,426)	1,370	7,377	(6,007)	580	(5,426)	(5,526)	100	
Sustainable Travel	1,057	3,247	(2,191)	1,287	2,688	(1,401)	(790)	(2,191)	(2,506)	315	
Network Resilience											
Network Resilience	555	2,971	(2,417)	4	3,184	(3,181)	764	(2,417)	(3,072)	656	
Commonwealth Games											
Commonwealth Games	5,279	5,279	0	5,423	5,423	(0)	0	0	0	(0)	
Business and Democratic Support											
Business and Democratic Support	0	3,669	(3,669)	0	3,809	(3,809)	140	(3,669)	(3,736)	67	
Strategic Development											
Strategic Development	1,571	5,512	(3,941)	1,582	5,497	(3,915)	(26)	(3,941)	(4,015)	74	
Transport Governance											
Transport Governance	0	128	(128)	0	131	(131)	4	(128)	(129)	1	
Capital Finance Charges											
Capital Finance Charges	0	8,874	(8,874)	0	8,874	(8,874)	0	(8,874)	(8,874)	0	
TOTAL EXPENDITURE	46,713	157,113	(110,400)	21,745	141,160	(119,415)	9,015	(110,400)	(114,883)	4,483	
NET before Earmarked Reserves	167,063	157,113	9,950	141,160	141,160	-	9,950	9,950	5,712	4,238	
Earmarked Reserve (2022/23 Budget Support)	0	3,600	(3,600)	0	0	-	(3,600)	(3,600)	(3,600)	-	
Earmarked Reserve (2022/23 Transport Risks)	0	6,350	(6,350)	0	0	-	(6,350)	(6,350)	(2,100)	(4,250)	
NET after Earmarked Reserves	167,063	167,063	-	141,160	141,160	-	-	-	12	(12)	

At the end of 2021/22 there is a £9.950m favourable variance against Budget within Transport.

Concessions

The driver behind the saving relates largely to the **ENTCS** budget due to the reduced services / patronage during the pandemic along with there being no fare increases.

Bus Services

The revision of the **Accessible Transport** contract, including bringing the Customer Service team in-house, has delivered significant savings in year.

The **Subsidised Bus** full year position reflects lost mileage throughout the year. Bus Recovery Grant income offset the cost of two further services becoming subsidised in January 2022. This area is a key area of risk for the 2022/23 budget and the position continues to be monitored closely.

Within **Bus Stations and Infrastructure** budgets there is increased Advertising Revenue alongside savings against cleaning and staffing budgets which have contributed to the favourable variance. These savings are partly offset by reduced departure charges and increased maintenance costs.

Rail & Metro

Within **Metro**, the adverse position reflects guidance received from our operator Midland Metro Limited that we have incurred additional energy costs as a result of the unprecedented increases in both wholesale and domestic energy prices. Lower insurance premiums, reduced engineering support for utility works and the timing of life cycle works partially mitigate the impact of this subsidy.

The **Rail** position reflects savings in maintenance and staffing variations partially offset by reduced rates at Park and Ride locations.

Integration

Within the **Safety and Security** budget additional CCTV income from West Midlands Police and the re-profiling of CCTV equipment expenditure is reflected in the position along with savings against British Transport Police costs.

Within the **Passenger Information** budget there are savings against monitoring, marketing and market research.

The adverse variance within **Sustainable Travel** is largely due to lower West Midlands Cycle Hire income in year and a contribution to capital to fund pedal and e-bikes, docking stations and project support costs, all within the existing scheme.

Network Resilience

The full year position is primarily driven by staffing variations alongside lower than expected external advice spend.

Reserves

Reserves earmarked to support the delivery of the West Midlands Cycle Hire scheme have been drawn down to offset the lower than budgeted income and contribution to capital to date. Reserves earmarked to support the 2021/22 Transport Budget were drawn down in March 2022.

The final surplus of £9.950m will be earmarked as follows:

£3.60m to support the 2022/23 Transport budget (as agreed by WMCA Board in February 2022)

£6.35m to protect against transport risks.

Appendix 3

West Midlands Combined Authority Delivery Budget – March 2022

FINANCIAL SUMMARY AS AT 31 MARCH 2022	YEAR TO DATE			FULL YEAR 2021/22			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
Operational Income							
Mayoral Capacity Funding	234	234	0	234	234	0	
Investment Interest Income	300	300	0	300	300	0	
Notional Interest Receivable	494	494	0	494	494	0	
Contribution - 7 Met Council's	4,644	4,644	0	4,644	4,644	0	
Contribution - Non constituent members	425	425	0	425	425	0	
Use of Reserves	1,200	1,200	0	1,200	1,200	0	
Total Income	7,297	7,297	0	7,297	7,297	0	
Efficiency Savings Target (2)	0	665	(665)	0	0	0	
Enabling Services	(2,729)	(2,729)	0	(2,729)	(2,441)	(288)	
Total Expenditure	(2,729)	(2,064)	(665)	(2,729)	(2,441)	(288)	
Operational Income Net Total	4,568	5,233	(665)	4,568	4,856	(288)	(1) Efficiency target held centrally as part of the budgeting process.
Economy & Innovation							
Other Industrial Strategy Income (1)	2,443	692	1,751	2,443	2,313	130	
DDCMS - Creative Scale Up	319	217	102	319	237	82	
MHCLG - Brexit Support Preparations (2)	105	0	105	105	105	0	
Create Central Projects	504	432	72	504	489	15	
IAWM	141	0	141	141	120	21	
Office of Data Analytics	249	252	(3)	249	147	102	
Total Income	3,761	1,593	2,168	3,761	3,411	350	
Industrial Strategy	(2,756)	(1,098)	(1,658)	(2,756)	(2,632)	(124)	
DDCMS - Creative Scale Up	(319)	(217)	(102)	(319)	(237)	(82)	
MHCLG - Brexit Support Preparations	(105)	0	(105)	(105)	(105)	0	
Create Central Projects	(576)	(504)	(72)	(576)	(561)	(15)	
Policy and Programme Development	(282)	(370)	88	(282)	(305)	23	
IAWM	(141)	0	(141)	(141)	(120)	(21)	
Office of Data Analytics	(249)	(252)	3	(249)	(147)	(102)	
Economic Intelligence	(227)	(240)	13	(227)	(212)	(15)	
Funding For Growth	(700)	(700)	0	(700)	(700)	0	
Total Expenditure	(5,355)	(3,381)	(1,974)	(5,355)	(5,019)	(336)	
Economy & Innovation Net Total	(1,594)	(1,788)	194	(1,594)	(1,608)	14	(1) Funding received from DBEIS to deliver the Made Smarter project and from the Investment Programme to support the West Midlands Innovation Programme. Offset by associated increases in expenditure. (2) Additional grant for Brexit support offset by associated an increase in expenditure.
Environment & Energy, HS2							
Environment (1)	203	0	203	203	165	38	
Community Green (2)	42	0	42	42	25	17	
Total Income	245	0	245	245	190	55	
Environment	(546)	(358)	(188)	(546)	(515)	(31)	
Community Green	(42)	0	(42)	(42)	(25)	(17)	
Total Expenditure	(588)	(358)	(230)	(588)	(540)	(48)	
Environment & Energy, HS2 Net Total	(343)	(358)	15	(343)	(350)	7	(1) WM2041 funding received but not budgeted in year. (2) Additional income received to fund Retrofit consultancy services and delivery of Green Homes project. Offset by associated increase in expenditure.
Housing and Land							
Director of Housing & Regeneration	1,242	1,400	(158)	1,242	1,374	(132)	
Total Income	1,242	1,400	(158)	1,242	1,374	(132)	
Director of Housing & Regeneration	(1,242)	(1,400)	158	(1,242)	(1,374)	132	
Total Expenditure	(1,242)	(1,400)	158	(1,242)	(1,374)	132	
Housing and Land Net Total	0	0	0	0	0	0	Substantial savings on external advice where expertise has been brought in house partly offset by an increase in rates for sites acquired for capital development and by the associated reduction in grant drawdown.
Wellbeing							
Other Mental Health Income (1)	402	158	244	402	350	52	
IPS Programme	212	153	59	212	165	47	
Fiscal Incentive Programme (2)	326	664	(338)	326	407	(81)	
Total Income	940	975	(35)	940	922	18	
Wellbeing and Prevention	(819)	(685)	(134)	(819)	(799)	(20)	
Well Being	0	0	0	0	0	0	
IPS Programme	(212)	(153)	(59)	(212)	(165)	(47)	
Fiscal Incentive Programme	(326)	(664)	338	(326)	(407)	81	
Total Expenditure	(1,357)	(1,502)	145	(1,357)	(1,371)	14	
Wellbeing Net Total	(417)	(527)	110	(417)	(449)	32	(1) Midlands Engine grant funding which is funding key posts within the programme. (2) Changes in delivery priorities and reduced marketing spend along with staffing variations have required lower grant drawdown.

FINANCIAL SUMMARY AS AT 31 MARCH 2022	YEAR TO DATE			FULL YEAR 2021/22			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000	
Public Service Reform & Social Economy							
Mayoral Capacity Funding	0	0	0	0	0	0	
Other PSR Income	0	0	0	0	0	0	
Inclusive Growth	15	0	15	15	15	0	(1) Re-profiling of activity relating to the establishment of an Inclusive Growth Task Force and the Social Economy Business Plan initiatives alongside establishment savings.
Homelessness	656	581	75	656	699	(43)	
Total Income	671	581	90	671	714	(43)	
Inclusive Growth and Public Sector Reform	(316)	(251)	(65)	(316)	(313)	(3)	(2) Delivery of Community Recovery projects have been re-profiled to later in the year.
Inclusive Growth (1)	(283)	(358)	75	(283)	(329)	46	
Public Service Reform (2)	(311)	(373)	62	(311)	(332)	21	
Homelessness	(656)	(581)	(75)	(656)	(699)	43	
Total Expenditure	(1,566)	(1,563)	(3)	(1,566)	(1,673)	107	
Public Service Reform & Social Economy Net Total	(895)	(982)	87	(895)	(959)	64	
Skills and Productivity							
Productivity and Skills	148	73	75	148	197	(49)	
Employment Support (1)	968	1,379	(411)	968	971	(3)	
Technical Education	36	41	(5)	36	46	(10)	
Construction Skills	(553)	0	(553)	(553)	7	(560)	
Adult Education (2)	125,169	142,698	(17,529)	125,169	128,257	(3,088)	(1) Lower delivery than budgeted as a result of reduced footfall and referrals due to Covid-19, with spend re-profiled for later in the year. Offset by associated reduction in grant drawdown.
Careers	65	72	(7)	65	71	(6)	
Digital Skills	3,043	1,691	1,352	3,043	3,050	(7)	
Investment Programme (Skills)	375	308	67	375	396	(21)	(2) Payments to and delivery by providers has been impacted by Covid, thus requiring lower grant drawdown. Any savings will be used to fund other initiatives.
European Structural & Investment	28	0	28	28	160	(132)	
Commonwealth Games (3)	353	0	353	353	358	(5)	(3) Funding agreed after the budget was set. Offset by associated reduction in grant drawdown.
Total Income	129,660	146,262	(16,602)	129,660	133,673	(4,013)	
Productivity and Skills	(725)	(776)	51	(725)	(862)	137	
Employment Support	(968)	(1,379)	411	(968)	(971)	3	
Technical Education	(36)	(41)	5	(36)	(46)	10	
Construction Skills	(7)	0	(7)	(7)	(7)	0	
Adult Education	(125,169)	(142,698)	17,529	(125,169)	(128,257)	3,088	
Careers	(65)	(72)	7	(65)	(71)	6	
Digital Skills	(3,043)	(1,691)	(1,352)	(3,043)	(3,050)	7	
Investment Programme (Skills)	(375)	(308)	(67)	(375)	(396)	21	
Commonwealth Games	(353)	0	(353)	(353)	(358)	5	
European Structural & Investment	(28)	0	(28)	(28)	(160)	132	
Total Expenditure	(130,769)	(146,965)	16,196	(130,769)	(134,178)	3,409	
Continuous Improvement							
Continuous Improvement & Change	(410)	(371)	(39)	(410)	(371)	(39)	
Learning and Development	(258)	(246)	(12)	(258)	(297)	39	
Building Our Future Workforce	(7)	(16)	9	(7)	0	(7)	
Total Expenditure	(675)	(633)	(42)	(675)	(668)	(7)	
Skills and Productivity Net Total	(1,784)	(1,336)	(448)	(1,784)	(1,173)	(611)	
Culture and Digital							
Culture	7	0	7	7	25	(18)	
Total Income	7	0	7	7	25	(18)	(1) Over-spend within Digital due to Seconded costs and activity to support people who are digitally excluded.
Culture	(111)	(74)	(37)	(111)	(115)	4	
Digital (1)	(151)	(100)	(51)	(151)	(149)	(2)	
Tourism, Trade and Investment Programme	46	0	46	46	0	46	
Total Expenditure	(216)	(174)	(42)	(216)	(264)	48	
Culture and Digital Net Total	(209)	(174)	(35)	(209)	(239)	30	
Inclusive Communities							
Total Income	0	0	0	0	0	0	
Youth Combined Authority	(67)	(68)	1	(67)	(78)	11	
Total Expenditure	(67)	(68)	1	(67)	(78)	11	
Inclusive Communities Net Total	(67)	(68)	1	(67)	(78)	11	
Operational Income Net Total	(741)	0	(741)	(741)	0	(741)	

Appendix 4

West Midlands Combined Authority Mayoral Budget – March 2022

	MARCH 2022 YEAR TO DATE			FULL YEAR 2021/22				
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000		
MAYORAL OFFICE								
Other Grants	761	760	1	761	779	(18)	No material variations year to date.	
TOTAL INCOME	761	760	1	761	779	(18)		
Staff Costs	717	704	(13)	717	767	50		
IT	0	11	11	0	0	0		
External Advice	28	0	(28)	28	0	(28)		
Travel & Subsistence	3	43	40	3	11	8		
Other	13	2	(11)	13	1	(12)		
TOTAL EXPENDITURE	761	760	(1)	761	779	18		
MAYORAL ELECTION								
Use of Reserves	3,118	3,600	(482)	3,118	3,308	(190)		
TOTAL INCOME	3,118	3,600	(482)	3,118	3,308	(190)		
Mayoral Election Costs	3,118	3,600	482	3,118	3,308	190		
TOTAL EXPENDITURE	3,118	3,600	482	3,118	3,308	190		
NET MAYORAL BUDGET	0	0	0	0	0	0		

Appendix 5

West Midlands Combined Authority Transport Delivery Capital Programme – March 2022

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Metro	131,077	200,086	69,010	145,950	131,077	14,873
Rail	8,991	24,326	15,335	11,392	8,991	2,401
Sprint	379	4,662	4,283	779	379	400
TRANSPORT - INVESTMENT PROGRAMME	140,447	229,074	88,628	158,121	140,447	17,675

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £88.6m lower than budget. The main variances are contained within the Metro Programme, these relate to the following:

Metro Wednesbury to Brierley Hill £37.5m

This is due to rephasing of construction while the TC2 is being agreed and approved, as well as rescheduling of utilities works and the acceptance of trams.

Metro Birmingham Eastside Ext £20.2m

The variance is due to a reschedule of HS2 utility works and works around the Digbeth High Street which are now scheduled to commence after the Commonwealth Games.

Rail – Walsall to Wolverhampton Package 1 £9.5m

The overall programme has been rephased to accommodate a land acquisition required for further work to commence. The project team have now commenced a Compulsory Purchase Order route.

Rail – Camp Hill Line Package 2 £5.8m

This is made up of a combination of factors, £2.3m related to construction contingency which has not been required in this financial year, £2m underspend on physical construction due to the construction not having started and £0.8m on land acquisition costs.

Sprint – Hagley Road Phase 1 £3.9m

No significant construction or utilities work has taken place this year due to timing of the approval of a Traffic Regulation Order from the relevant Local Authority.

FORECAST V ACTUAL VARIANCE COMMENTARY

Metro Wednesbury to Brierley Hill £8.1m

£4.1m of this variance relates to the delivery of trams that were expected in Q3 2021/22 but are now expected in April 22. The remainder of the variance relates to lower than expected construction costs pending TC2 approval.

Metro Birmingham Eastside Ext £2.3m

Demolition activity was scheduled to take place in December and subsequently expected in January, however due to a delay in securing legal agreements this has not yet taken place.

Metro WIP Contingency £2.1m

Drawdown against this project has been rephased into 2022/23.

Rail – Walsall to Wolverhampton Package 1 £1.5m

The overall programme has been rephased to accommodate a land acquisition required for further work to commence. The project team have now commenced a Compulsory Purchase Order route.

Rail – Camp Hill Line Package 2 £0.9m

The latest forecast was based on the assumption the construction contract would be awarded in February, but this was completed in April. No impact on the project timetable is expected.

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Highway	5,116	10,614	5,498	5,074	5,116	(42)
Other	25,017	23,017	(2,000)	25,017	25,017	0
Rail	45,726	57,865	12,139	47,801	45,726	2,076
Sprint	45,691	62,708	17,018	54,913	45,691	9,223
TRANSPORT - COMMONWEALTH GAMES	121,549	154,204	32,655	132,805	121,549	11,256

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £32.7m under budget. The main variances are as follows:

Alexander Stadium Redevelopment (£2m)

Birmingham City Council have fully drawn down WMCA funding for this project within 2021/22.

University Station Improvement Project £10.9m

There have been changes in the profiling of delivery and utilisation of cladding materials.

Sprint A45 Birmingham to Airport and Solihull £9m

Construction work and utilities work have been rescheduled throughout the year due to the impact of Covid-19 absences.

Sprint A34 Walsall to Birmingham £8m

Construction work and utilities work delays have been experienced throughout the year but work on all four 'packages' of the route are now underway with all work related to CWG being expected to complete by early 2022/23.

RTCC – Highway Interventions £3.8m

The variance is mainly driven by lower than expected funding claims for the installation of CCTV cameras by the relevant Local Authority.

Perry Barr Rail Station £1.2m

This variance is due to the rephasing of construction work, a land acquisition and fees payable to Network Rail, into the next financial year. No impact on delivery for CWG.

FORECAST V ACTUAL VARIANCE COMMENTARY

Sprint A34 Walsall to Birmingham £6.3m

Lower than expected invoices received by year end from contractors for costs incurred to date. All Commonwealth Games related work is still due to be completed by early 2022/23.

Sprint A45 Birmingham to Airport and Solihull £2.8m

Construction work has been reprofiled but all Commonwealth Games related work is due to be completed by early 2022/23.

University Station Improvement Project £2.8m

There have been changes in the profiling of delivery and usage of cladding materials which will be rolled forward to 2022/23.

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Bus	12,858	24,258	11,400	15,300	12,858	2,441
Highway	2,916	5,362	2,446	3,748	2,916	831
Other	6,435	9,905	3,470	7,344	6,435	909
Rail	149	250	101	244	149	95
Sprint	144	197	53	197	144	53
TRANSPORT - OTHER MAJOR PROGRAMMES	22,502	39,972	17,470	26,832	22,502	4,329

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £17.5m below budget. The main variances are as follows:

Dudley Interchange £5.3m

Various agreements required to progress this project are still outstanding. It is anticipated that approval to enter the contract will be made in the coming months.

Cross City Bus – City Centre Package £3.6m

Progress on gaining a Traffic Regulation Order has now been made and construction is planned to commence in Q1 2022/23.

Coventry Electric Bus City £1.6m

Procurement is still in progress for the power provision element of this project so no costs have yet been incurred.

Future Mobility Zone – Transport Network Data £1.1m

The main activity on the project is still in the planning stage which has led to a re-profiling of spend.

A435 Alcester Road Bus Priority Revitalisation £1m

The construction work has been rephased while awaiting a Traffic Regulation Order.

FORECAST V ACTUAL VARIANCE COMMENTARY

Coventry Electric Bus City £1.6m

Procurement is still in progress for the power provision element of this project so no costs have yet been incurred.

Dudley Interchange £0.6m

Various agreements required to progress the project are still outstanding. Construction works will continue once these have been resolved.

Future Mobility Zone – Enhanced Ticket Platform £0.6m

Milestone payments are not yet due on several components and delayed deployment of one element of the project.

Key Route Network Safety £0.5m

Expected claims have not been received from the relevant local authority.

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Minor Work Programme	9,644	12,536	2,893	11,648	9,644	2,004
TRANSPORT - MINOR WORKS	9,644	12,536	2,893	11,648	9,644	2,004

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £2.9m below budget. The main variances are as follows:

Priority One Development Workstream £0.7m

Local Authority claims were lower than budgeted.

Priority One Delivery – Perry Barr-Sutton Coldfield £0.5m

Final design works are still being completed. Agreements will be finalised once this is complete.

Better Streets Community Fund £0.4m

Local Authority claims were lower than expected and change requests have also been submitted for some sub-projects to extend the time to complete.

FORECAST V ACTUAL VARIANCE COMMENTARY

Priority One Development Workstream £0.6m

Local Authority claims were lower than budgeted.

Priority One Delivery – Perry Barr-Sutton Coldfield £0.5m

Final design works are still being completed. Agreements will be finalised once this is complete

Better Streets Community Fund £0.2m

Local Authority claims were lower than expected and change requests have also been submitted for some sub-projects to extend the time to complete.

West Midlands Combined Authority Transport Capital Programme Grants to Local Authorities – March 2022

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Grants to Local Authorities	7,377	7,866	489	9,187	7,377	1,810
Total Grants to Local Authorities	7,377	7,866	489	9,187	7,377	1,810

ACTUAL V BUDGET VARIANCE COMMENTARY

New St/High St/Victoria Sq. Public Realm £1.2m

The variance reflects a change in scope of works planned for delivery.

B4106 Spon End - Coventry CC (£0.7m)

The claim submitted for Q4 was higher than expected.

FORECAST V ACTUAL VARIANCE COMMENTARY

B4106 Spon End - Coventry CC £1m

This is due to ongoing discussions around land acquisitions.

New St/High St/Victoria Sq. Public Realm £0.9m

The claim submitted for Q4 was lower than expected.

West Midlands Combined Authority Capital Programme Investment Programme Grants to Local Authorities – March 2022

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Investment Programme (Grants to Local Authorities)	57,297	92,295	34,998	67,176	57,297	9,879
Total Investment Programme Grants to Local Authorities	57,297	92,295	34,998	67,176	57,297	9,879

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £35m under budget.

UK Central HS2 Interchange £12m

This variance reflects the formally altered spend schedule of the Birmingham International Station and Roundabout Over-Trace schemes within this project.

Coventry Friargate Business District £7m

Variance is mainly due to rephased construction, plot acquisition and infrastructure costs. These have subsequently reduced professional fees as these are calculated as a percentage of construction.

Coventry UKC Plus – Coventry South Package £6.7m

Variance is mainly due to A46 Link Road Phase 1 workstream. Due to the timing of utility works, the completion date of this scheme has been rephased to December 2022.

UK Central Infrastructure Package £6.5m

The programme is made up of 26 components with underspends across them. The main cause of this variance is the rephased completion of property acquisitions.

FORECAST V ACTUAL VARIANCE COMMENTARY

UK Central HS2 Interchange £5.3m

This is made up of the formal rephasing of the Roundabout Over Trace scheme, HS2 Parallel Design Process and Hub Movement and Connectivity.

UK Central Infrastructure Package £2.2m

This is made up of several project streams, which have seen rephasing from the current year to next year. This is due to funding and legal agreements which have taken longer than initially anticipated.

Coventry Station Masterplan £1.4m

It was forecasted that all WMCA funding would be drawdown this year. A small amount has been rephased into next year.

City of Wolverhampton Technical Centre £1m

There has been no drawdown of WMCA funding in year.

West Midlands Combined Authority Housing Capital Programme – March 2022

	FULL YEAR			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	ACTUAL £000	VARIANCE £000
Housing	28,773	58,578	29,805	31,999	28,773	3,226
Total Housing	28,773	58,578	29,805	31,999	28,773	3,226

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of March 2022, actual expenditure was £29.8m under budget.

Brownfield Housing Fund – Pipeline £7.1m

A selection of pipeline projects have not been realised through approval and go live. The forecast has been updated to reflect this.

Black Country Land and Property Investment Fund (LPIF) £5.7m

The variance is split across the following workstreams, Iron Park Moxley (£3.3m), i54 Western Extension (£1.1m) and Sandwell Housing Gap Funding (£1.1m).

BLPDF £5.3m

The variance is split across the following workstreams, Shard End (£3.3m), Pipe Hall (£1m) and Nuneaton and Bedworth (£0.2m). A further £0.8m underspend is on projects which have not gone live yet as expected during budget setting.

Land Fund – Pipeline £3.4m

Brierley Hill project and Port Loop Phases 3 and 4 have not gone live yet as expected during budget setting.

Land Fund – Portersfield £2.3m

Works have been rephased while the project undergoes a redesign.

Land Fund – Icknield Port Loop Phase 2a and 2b £1.5m

Construction has slowed down due to availability of construction material.

Land Fund – Abbots Lane £1.4m

Construction has slowed down due to labour and material availability.

NCF – Pipeline £1.3m

More detailed assumptions of pipeline projects are now known, several projects did not achieve go live this year as expected.

FORECAST V ACTUAL VARIANCE COMMENTARY

BLPDF £1.4m

Several schemes funded by BLPDF have been rephased resulting in drawdowns of funding being pushed back to 2022/23.

Land Fund – Abbots Lane £1.1m

Construction work has slowed down due to the availability of labour resource and materials.

Land Fund- Pipeline £0.9m

A majority of projects expected to go live in Q4 have now been rephased into 2022/23.

Appendix 6 – WMCA Administered Funds – March 2022

Funding Stream	2021/22 Full Year Grant Award £'000	2021/22 Spend to Date £'000	Purpose
Midlands Connect	6,238	5,129	Work is continuing on delivering the Midlands Engine 'Vision for Growth'.
Getting Building Fund	33,000	33,000	Investment in local infrastructure projects to stimulate jobs and support economic recovery. The WMCA is the accountable body with funding allocated to the 7 Mets and 3 LEPS.
Housing First Pilot	9,600	9,600	WMCA are the accountable body for this grant award that has now been paid to Birmingham City Council to develop work streams to help rough sleepers off the streets
One Public Estate	926	926	It was agreed by WMCA Board that WMCA would assume accountable body status for this grant award, that is delivering various projects that secure more from public sector assets through collective action.
Highways Maintenance Block	9,043	9,043	Distributed to the 7 Mets. excluding Birmingham City Council which has separate PFI arrangements, to deliver programmed highways maintenance works in line with the conditions of the grant award
Integrated Transport Block	17,755	15,006	Supporting delivery of the 7 Mets. Capital Programmes & WMCA's Minor Works Capital Programme
Community Renewal Fund	3,369	1,744	This Fund aims to support people and communities most in need across the UK to pilot programmes and new approaches and will invest in skills, community and place, local business, and supporting people into employment.
Total	79,931	74,448	

Appendix 7

Total Regional Investment Programme Expenditure as at 28th February 2022

PROGRAMME	2021 / 2022 YEAR TO DATE		
	BUDGET	ACTUAL	VARIANCE
	£000	£000	£000
COVENTRY UKC PLUS	66,619	58,090	8,530
SPRINT PROGRAMME	62,461	38,856	23,605
RAIL PROGRAMME	29,857	21,154	8,703
METRO PROGRAMME	157,426	101,964	55,462
UK CENTRAL INFRASTRUCTURE PACKAGE	10,501	5,563	4,939
UK CENTRAL HS2 INTERCHANGE	16,180	5,517	10,663
HS2 GROWTH STRATEGY TOTAL	343,045	231,143	111,902
COVENTRY CITY CENTRE SOUTH REGENERATION	18,084	12,199	5,885
INNOVATION PROGRAMME	10,353	10,868	(515)
LAND RECLAMATION AND REMEDIATION	17,756	8,380	9,376
COMMONWEALTH GAMES 2022	29,887	35,874	(5,987)
EMPLOYMENT, EDUCATION & SKILLS	290	343	(53)
BUSINESS AND TOURISM PROJECT - BATP	9,931	8,549	1,382
COVENTRY ELECTRIC BUS CITY	3,752	9,316	(5,564)
REGIONAL RECOVERY & RISKS	2,457	1,930	527
COLLECTIVE INVESTMENT FUND	35,476	22,551	12,925
OTHER INVESTMENT PROGRAMME SCHEMES	127,986	110,010	17,976
GRAND TOTAL	471,031	341,153	129,878

2021 / 2022 FULL YEAR		
BUDGET	FORECAST OUTTURN	VARIANCE
£000	£000	£000
73,859	66,575	7,283
66,844	48,082	18,761
41,158	24,224	16,934
178,088	121,917	56,171
61,747	49,274	12,473
19,391	7,899	11,492
441,086	317,972	123,114
26,000	17,988	8,012
12,657	14,764	(2,107)
20,874	10,871	10,003
33,092	41,338	(8,246)
308	398	(90)
10,834	9,141	1,693
4,917	10,170	(5,253)
17,028	12,384	4,644
40,479	24,079	16,401
166,189	141,133	25,056
607,275	459,105	148,170

COST TO COMPLETION					
PRIOR PERIOD SPEND	2021 / 2022 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN £000	TOTAL EXPECTED BUDGET £000	VARIANCE £000
£000	£000	£000	£000	£000	£000
129,607	66,575	519,066	715,248	711,862	(3,386)
30,376	48,082	250,524	328,983	329,067	84
23,058	24,224	167,961	215,243	215,244	1
359,111	121,917	1,198,425	1,679,452	1,664,977	(14,475)
80,741	49,274	1,264,007	1,394,021	1,386,153	(7,868)
27,484	7,899	497,345	532,728	530,023	(2,705)
650,377	317,972	3,897,327	4,865,675	4,837,326	-
37,675	17,988	278,734	334,397	329,851	(4,545)
24,194	14,764	156,041	194,999	194,999	(0)
46,018	10,871	143,111	200,000	200,000	0
31,690	41,338	5,320	78,348	72,534	(5,814)
647	398	18,954	20,000	20,001	1
1,573	9,141	13,234	23,948	23,948	(0)
10	10,170	129,320	139,500	139,500	-
-	12,384	37,167	49,550	53,750	4,200
60,628	24,079	915,294	1,000,000	1,000,000	-
202,434	141,133	1,697,175	2,040,742	2,034,583	-
852,810	459,105	5,594,502	6,906,417	6,871,910	-

West Midlands Region Investment Programme Financial Commentary

Period Ending 28th February 2022

Commentary concerning specific programme-level variances is provided below:

Metro Programme (£55.5m)

The year-to-date variance primarily comprises the Birmingham Eastside and Wednesbury to Brierley Hill extensions.

HS2 utilities works and contingencies in respect of land acquisition have been re-phased for the Birmingham Eastside extension.

For the Wednesbury to Brierley Hill extension, construction work has been re-phased. Utilities works have been rephased due to coordination of enabling works and traffic management.

Sprint Programme (£23.6m)

The year-to-date variance for the Sprint programme is primarily in respect of the A34 Walsall to Birmingham and A45 Birmingham to Airport and Solihull schemes. On-site construction is in progress, and it is not anticipated that the year-to-date variances observed will result in a material change to the planned completion dates, as construction will accelerate during the remainder of the year and into Q1 22-23 to ensure completion in July 2022 prior to the Commonwealth Games.

The A34 Walsall to Birmingham scheme comprises four construction contracts across the Walsall Council, Sandwell Council and Birmingham Council regions. Construction on three of the contracts commenced as scheduled, while the fourth contract was re-profiled, resulting in a year-to-date variance. Construction work on this fourth contract is now also in progress, and no significant annual variance is expected in respect of this project.

In addition, the timing of approval of a Traffic Regulation Order for Hadgely Road Phase 1 has led to re-phasing of work.

Collective Investment Fund (£12.9m)

The Collective Investment Fund contains an array of schemes which benefit the West Midlands region economy. The variance observed is due to timing differences in the drawing of funds by the schemes.

UK Central HS2 Interchange (£10.6m)

The year-to-date variance reflects the formally altered spend schedule of the Birmingham International Station and Roundabout Over-Trace schemes within this project.

Appendix 8

WMCA Investment Programme Commitments as at 31st March 2022

£m	Total Expected Approvals	Approved Commitments	Actual Spend (Feb-22)
Coventry UK Central Plus	288.1	94.8	83.1
Sprint Programme	217.4	47.0	28.3
Rail Programme	119.6	63.0	24.0
Metro Programme	222.8	222.8	100.5
UK Central Infrastructure Package	288.0	34.4	21.7
UK Central HS2 Interchange	398.0	63.0	31.6
SUB TOTAL HS2 GROWTH STRATEGY	1,533.9	525.1	289.2
Coventry City Centre South Regeneration	150.0	150.0	32.5
Innovation Programme	50.0	16.1	11.2
Land Reclamation and Remediation	200.0	103.0	54.4
Commonwealth Games 2022	25.0	25.0	25.0
Employment, Education & Skills	20.0	1.3	1.0
Business and Tourism Project - BATP	2.6	2.6	0.0
Coventry Electric Bus City	5.0	5.0	0.2
Regional Recovery & Risks	35.5	30.4	1.9
OTHER INVESTMENT PROGRAMME	488.1	333.4	126.2
TOTAL	2,022.0	858.5	415.4

Appendix 9 – WMCA Balance Sheet as at 31 March 2022

WMCA Balance Sheet as at 31 March 2022			
	31 March 2022 £'000	28 February 2022 £'000	Movement £'000
Property, plant and equipment	624,971	586,577	38,394
Intangible assets	1,195	1,229	(34)
Investments	23,113	21,550	1,563
Loan Receivables	15,612	15,612	-
Long-term assets	664,891	624,968	39,923
Short-term debtors	64,321	67,274	(2,953)
Short-term deposits	621,161	423,000	198,161
Cash and bank	465	5,327	(4,863)
Current assets	685,947	495,602	190,345
Loans - interest due	(3,252)	(2,441)	(811)
Short-term loans	-	-	-
Short-term creditors/accruals	(115,760)	(122,747)	6,988
Current liabilities	(119,012)	(125,188)	6,177
Net current assets	566,935	370,413	196,522
Provisions	(4,848)	(4,247)	(601)
Loans - PWLB	(441,991)	(306,991)	(135,000)
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(4,678)	(5,594)	916
Grants receipts in advance	(445,045)	(385,214)	(59,831)
Long-term liabilities	(906,562)	(712,046)	(194,516)
Net assets	325,264	283,335	41,929
General fund balance	1,606	8,942	(7,336)
Earmarked reserves	219,033	236,518	(17,485)
Capital grants unapplied reserve	1,841	1,841	-
Usable reserves	222,480	247,301	(24,821)
Revaluation reserve	6,301	6,303	(2)
Deferred capital grants account	662,066	619,131	42,935
Capital financing account	(562,057)	(585,982)	23,925
Financial Instruments Adjustment Account	(2,388)	(2,388)	-
Accumulated absences account	(1,138)	(1,030)	(108)
Unusable reserves	102,784	36,034	66,750
Total reserves	325,264	283,335	41,929

Appendix 10 - Treasury Management Outturn – March 2022

1.0 Introduction

1.1 The report provides an update on the West Midlands Combined Authority Treasury Management Outturn 2021/22 and is being submitted as a requirement under the CIPFA Treasury Management Code.

2.0 Treasury Management Outturn 2021/22

2.1 Table 1 shows WMCA borrowing and investments held at 1 April 2021 and 31 March 2022. It shows that net borrowing decreased by £35.46m to leave a net investment position of £159.49m. New borrowing of £335m was undertaken to unwind a proportion of WMCA's historic under-borrowed capital financing position and mitigate against interest rate rises. The Authority accessed £200m of Public Works Loans Board (PWLB) borrowing that it had previously successfully bid for at the Government's Local Infrastructure Rate (Gilts + 60 basis points) and a further £10m of borrowing from the UK Infrastructure Bank at an equivalent rate. £125m of PWLB borrowing at the Certainty Rate (Gilts + 80 basis points) was also secured. Investment balances rose by £385.54m consequent to the new borrowing and the receipt of Government Grants during the year, notably Active Travel Fund, ZEBRA, and Land Fund.

Table 1: Borrowing and Investments

£M	As at 1 April 2021	Movement In Year	As at 31 March 2022	Notes
Gross Borrowing	(124.03)	(332.64)	(456.67)	PWLB Local Infrastructure Rate Loans / UK Infrastructure Bank Loan
Gross Investments ¹	248.30	385.54	616.16	Receipt of Government Grants in advance
Net (Borrowing) / Investments	124.03	35.46	159.49	

¹ Excludes Strategic Long-Term Investments – CCLA Property Fund / Fundamentum Social Housing REIT

3.0 Borrowing Activity

3.1 New borrowing of £335m was undertaken in year to unwind a proportion of WMCA's historic under-borrowed capital financing position and mitigate against interest rate rises. The Authority accessed £200m of PWLB borrowing that it had previously successfully bid for at the Government's Local Infrastructure Rate (Gilts + 60 basis points.) It was also successful in obtaining £10m of borrowing from the newly formed UK Infrastructure Bank (UKIB) at an equivalent rate. £125m of PWLB borrowing at the Certainty Rate (Gilts + 80 basis points) was also secured.

- 3.2 The new loans predominantly consist of Equal Instalment of Principal (EIP) structures which will be repaid over a 23-year period to complement WMCA's liability benchmark (see Section 6 for further detail.)
- 3.3 Any further borrowing decisions during 2022/23 will be assessed alongside advice from WMCA's independent treasury advisors. WMCA will continue to monitor interest rate expectations going forward and undertake sensitivity analysis around the benefits of borrow now/borrow later scenarios to ensure debt servicing costs remain affordable and represent best value for money over the period of the Medium-Term Financial Plan and beyond.

4.0 Historic Borrowing

- 4.1 WMCA's historic borrowing is from three sources: HM Treasury's Lending Facility -Public Works Loan Board (PWLB), Barclays Bank and inherited West Midlands County Council Debt which is administered on behalf of the Constituent Local Authorities by Dudley MBC.
- 4.2 The majority of loans are maturity loans, where the principal is repayable at the maturity date, apart from two PWLB loans and the inherited debt which both incur payments against the principal annually.
- 4.3 During 2021/22 there were principal repayments of £0.524m against the PWLB loans and £0.916m against the West Midlands County Council debt, which has four more annual instalments to pay before being repaid in full.
- 4.4 It should be noted that the Treasurer of the Authority continues to review the opportunities to reschedule historic debt. Throughout 2021/22 the premium applied to early repayment of PWLB loans would have been too onerous to be beneficial.
- 4.5 Table 2 shows borrowing held at 1 April 2021 and 31 March 2022. It shows that borrowing has increased by a net £332.64m due to new loans raised as previously detailed in Section 3.

Table 2 Outstanding debt as at 31 March 2022

£m	As at 1 April 2021	In Year		As at 31 March 2022	Notes
		Repaid	Raised		
PWLB	108.44	(1.44)	325.00	432.00	PWLB Local Infrastructure Rate Loans / UK Infrastructure Bank Loan
Barclays	10.00	0.00	0.00	10.00	No change
WM County Council (Inherited Debt)	5.59	(0.92)	0.00	4.67	Annual repayment of principal
UKIB	-		10.00	10.00	
Total Long-Term Borrowing	124.03	(2.36)	335.00	456.67	

4.6 The cost of servicing WMCA debt was £7.328m as detailed in Table 3. This equates to an average annual interest rate of circa 3.46% when set against the average loan balance during the year of £212m.

Table 3 Cost of Borrowing

£m	Interest Paid 2021/22
PWLB	6.611
Barclays	0.403
WM County Council (Inherited Debt)	0.304
UKIB	0.010
Total Interest 2021/22	7.328

5.0 Future borrowing / capital programme

5.1 Table 4 details the future capital expenditure forecasts as included within the 2022/23 Capital Strategy as agreed by WMCA Board in February 2021.

5.2 This shows it is expected there will be a need to fund projects from borrowing up to £203m in 2022/23 with that value increasing subject to WMCA being able to unlock additional income to support the Investment Programme.

5.3 Actual additional debt taken out will be influenced by the capital programme being delivered in line with the schedules used to inform the numbers below, the degree to which WMCA is in receipt of available cash resources, and the prospects for future interest rates, in order to avoid unnecessary interest costs.

5.4 In order to mitigate against the cost of rising interest rates, WMCA set up a forward rate borrowing facility with Phoenix Group who will provide lending of up to £100m at a predetermined, fixed rate. This is the first deal of this kind executed by the Combined Authority and reduces the interest rate risk WMCA are exposed to in delivery of the WMCA Investment Programme. The funding is expected to be called down by August 2023.

Table 4 Capital Expenditure and Debt Forecasts

WMCA CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026/ 2027	TOTAL
Funding	Investment Programme Debt	197.1	134.5	3.3	17.6	-	352.5
	TfWM Debt	5.7	142.1	49.5	2.4	-	199.7
	Grants	333.3	92.9	38.2	12.2	5.2	481.8
	Other	-	217.7	222.5	480.1	75.3	995.6
TOTAL FUNDING		536.1	587.2	313.5	512.3	80.5	2,029.6

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

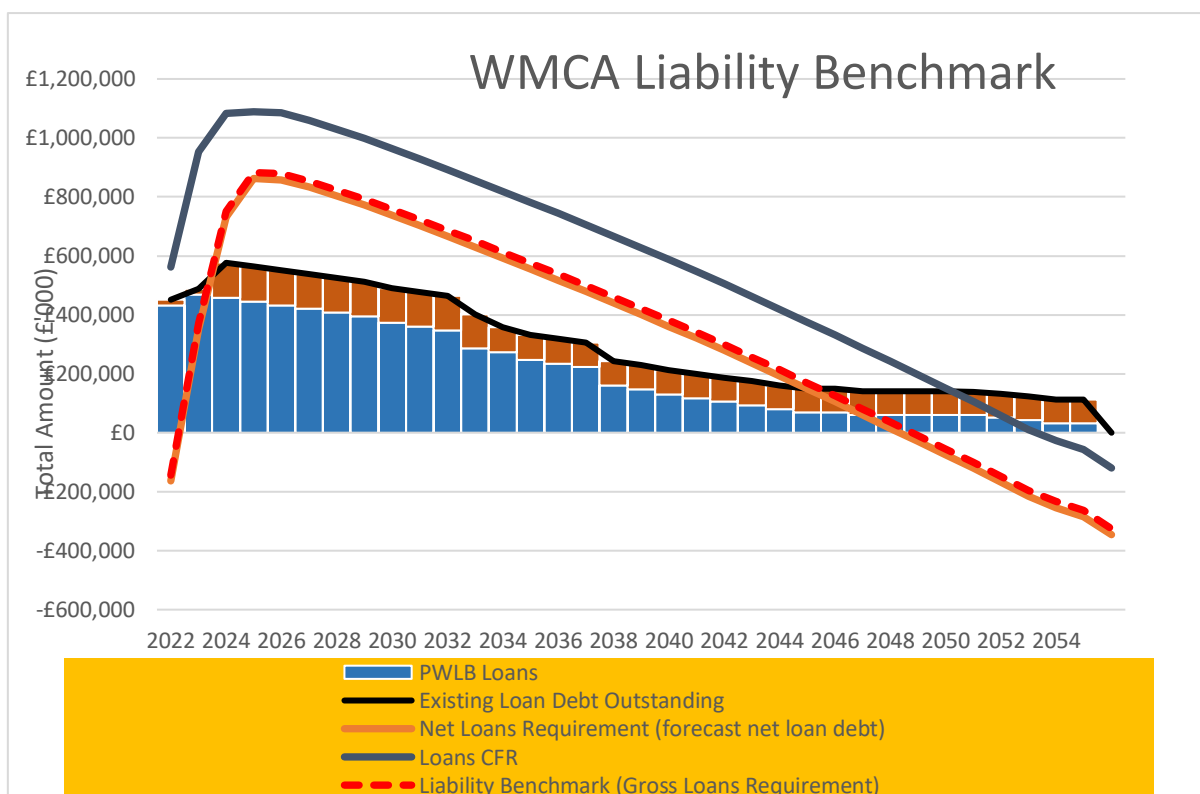
6.0 Long Term Debt Profile

6.1 Table 5 details the maturity profile of WMCA’s existing debt. These are the dates upon which loans are due to be repaid. The most common, best practice approach within Local Authorities is to ensure a relatively even spread of maturities across the horizon to ensure the Authority is not exposed to the risk of refinancing a large amount of debt in any one particular financial year.

Table 5 Debt Maturity Profile

Maturity	Value £m
Less than 1 year	12.76
1 to 2 years	12.77
2 to 5 years	43.09
5 to 10 years	124.37
Over 10 years	263.68
Total	456.67

6.2 In consideration of its borrowing strategy WMCA also has regard to its liability benchmark, a mandatory indicator under the revised CIPFA Treasury Management Code of Practice 2022. This plots the expected path of its Capital Financing Requirement (CFR or, underlying need to borrow) over time and then overlays with minimum revenue provision (sums set aside for the repayment of debt), cash backed balances and the existing debt profile. The outcome produces a benchmark for new borrowing/refinancing which can be assessed against interest rate forecasts for sensitivity. The chart below shows WMCA’s revised benchmark for 2022/23 onwards which is heavily influenced by the borrowing need arising from the WMCA Investment Programme as per the first devolution deal in 2016:



7.0 Investment Activity

- 7.1 For the 12 month ending 31 March, all investments (excluding loans made under the Commercial and Residential Investment Portfolios and Strategic Long Term Investments) made a return of £0.711m at an average rate of approximately 0.50%.
- 7.2 All treasury management activities undertaken during 2021/22 complied fully with the CIPFA Code of Practice and the Authority's approved Treasury Management Strategy. Investments are placed directly with financial institutions, or using various voice and digital brokers: ITS, Tradition, Tullet Prebon, Martin Brokers, BGC, I DealTrade, and King & Shaxson. Investments held as at the 31st March 2022 were as set out in Appendix A.

8.0 Strategic Investments

- 8.1 Within the Annual Investment Strategy for 2021/22 set out to Board in February 2021 it was noted that "WMCA will continue to diversify into more secure and/or higher yielding asset classes during 2021/22. This is especially the case for the estimated £10m that is available for longer-term investment to ensure MiFID compliance." Following evaluation of applicable investment products, WMCA placed two strategic investments totalling £5m in year with the CCLA Local Authority Property Fund (LAPF) and Fundamentum Social Housing REIT.
- 8.2 Capital appreciation and dividend yields for the investments are tabled below. The value of the funds rose by £0.23m in year and dividends of £0.126m were received.

Table 6 Strategic Investments 2021/22

£'000	Purchase / Initial Valuation	Valuation as at 31 March 2022	Dividend Yield 2021/22
CCLA Local Authority Property Fund (LAPF)	2,500	2,655	72
Fundamentum Social Housing REIT.	2,500	2,575	54
Total Strategic Investments	5,000	5,230	126

9.0 Performance Measurement and Prudential Indicators

- 9.1 The WMCA treasury management function participates in a local benchmarking group which compares WMCA's treasury management performance with other local authorities, to ensure

that relative to other local authorities the Authority is achieving a fair investment return without any undue risk. Performance is also regularly reviewed at the monthly Treasury Management Group.

- 9.2 One of the key requirements in the CIPFA Code of Practice on Treasury Management is the formal introduction of performance measurement relating to investments, debt and capital financing activities. All key prudential indicators are met or complied with.

10.0 Non Treasury Investments

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

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

- 10.3 As at 31 March 2022 WMCA had £21.4m on loan to developers. During the 2021/22 financial year and after accounting for the costs of provisions under IFRS accounting standards, the investments were cost neutral to the overall income and expenditure statement of WMCA.

11.0 Economy and Gilt Yields

- 11.1 Over the last two years the coronavirus outbreak has done huge economic damage to the UK and to economies around the world. The UK economy endured several false dawns through 2021/22, but with most of the economy now opened up and nearly back to business-as-usual, GDP numbers were robust in the latter half of the year and sufficient for the MPC to focus on tackling the second-round effects of inflation.

- 11.2 Gilt yields fell towards the back end of 2021 but, despite the war in Ukraine, have shot higher in early 2022. These rises have been part of a global trend as central banks have suggested they will continue to raise interest rates to contain inflation. Historically, a further rise in US Treasury yields will probably drag UK gilt yields higher.

12.0 Compliance

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

Short Term Investments as at 31 March 2022

Type	Start / Purchase Date	Maturity Date	Counterparty	Profile	Rate	Principal O/S (£)
Fixed	16/07/21	15/07/22	Rotherham Metropolitan Borough Council	Maturity	0.2500%	-10,000,000.00
Fixed	14/09/21	13/09/22	Utlesford District Council	Maturity	0.2000%	-10,000,000.00
Fixed	30/04/21	31/10/22	Places for People	Maturity	0.8500%	-5,000,000.00
Fixed	31/08/21	30/08/22	Plymouth City Council	Maturity	0.0600%	-5,000,000.00
Fixed	20/09/21	20/09/22	Rushmoor Borough Council	Maturity	0.1000%	-5,000,000.00
Fixed	31/08/21	30/08/22	Blackpool Council	Maturity	0.0600%	-5,000,000.00
Fixed	31/08/21	30/08/22	Stockport Metropolitan Borough Council	Maturity	0.0600%	-10,000,000.00
Fixed	22/11/21	23/05/22	Monmouthshire County Council	Maturity	0.0400%	-5,000,000.00
Fixed	05/11/21	05/07/22	Aberdeenshire Council	Maturity	0.0500%	-5,000,000.00
Fixed	21/10/21	21/04/22	Cheshire East Council	Maturity	0.0300%	-5,000,000.00
Fixed	10/02/22	09/02/23	Isle of Wight Council	Maturity	0.1200%	-5,000,000.00
Fixed	06/09/21	06/06/22	Canterbury City Council	Maturity	0.0500%	-5,000,000.00
Fixed	28/02/22	27/02/23	London Borough of Croydon	Maturity	0.2000%	-10,000,000.00
Fixed	30/11/21	27/05/22	Blaenau Gwent County Borough Council	Maturity	0.0400%	-5,000,000.00
Fixed	02/12/21	01/06/22	Kingston upon Hull City Council	Maturity	0.0500%	-5,000,000.00
Fixed	16/02/22	16/08/22	Eastleigh Borough Council	Maturity	0.0700%	-5,000,000.00
Fixed	19/10/21	19/04/22	London Borough of Waltham Forest	Maturity	0.0700%	-10,000,000.00
Fixed	13/12/21	13/06/22	Suffolk County Council	Maturity	0.1200%	-5,000,000.00
Fixed	05/11/21	05/05/22	Warrington Borough Council	Maturity	0.1200%	-5,000,000.00
Fixed	05/11/21	05/05/22	Goldman Sachs International	Maturity	0.4300%	-10,000,000.00
Fixed	05/11/21	05/04/22	National Bank of Canada	Maturity	0.2200%	-5,000,000.00
Fixed	05/11/21	05/05/22	Cooperatieve Rabobank UA	Maturity	0.3250%	-4,991,954.75
Fixed	08/11/21	06/05/22	London Borough of Southwark	Maturity	0.1200%	-5,000,000.00
Fixed	04/11/21	06/06/22	National Westminster Bank plc	Maturity	0.4700%	-10,000,000.00
Fixed	29/10/21	29/04/22	Kingston upon Hull City Council	Maturity	0.0400%	-5,000,000.00
Fixed	29/10/21	29/04/22	Kingston upon Hull City Council	Maturity	0.0400%	-5,000,000.00
Fixed	16/11/21	16/05/22	Eastleigh Borough Council	Maturity	0.1200%	-5,000,000.00
Fixed	21/02/22	22/08/22	Windsor and Maidenhead Royal Borough	Maturity	0.2000%	-5,000,000.00
Fixed	25/02/22	25/05/22	Windsor and Maidenhead Royal Borough	Maturity	0.1500%	-5,000,000.00
Fixed	15/12/21	17/10/22	West Dunbartonshire Council	Maturity	0.1800%	-5,000,000.00
Fixed	23/11/21	20/05/22	Santander UK plc	Maturity	0.2500%	-10,000,000.00
Fixed	25/11/21	26/09/22	East Dunbartonshire Council	Maturity	0.1800%	-3,000,000.00
Fixed	15/12/21	15/06/22	Surrey Heath Borough Council	Maturity	0.1000%	-5,000,000.00
Fixed	21/01/22	14/04/22	Ashford Borough Council	Maturity	0.1000%	-10,000,000.00
Fixed	31/12/21	30/06/22	Liverpool City Council	Maturity	0.1100%	-10,000,000.00
Fixed	11/01/22	11/04/22	Nordea Bank AB	Maturity	0.3200%	-5,000,000.00
Fixed	10/03/22	11/07/22	Flintshire County Council	Maturity	0.1600%	-5,000,000.00
Fixed	28/02/22	28/11/22	Aberdeen City Council	Maturity	0.2200%	-5,000,000.00
Fixed	17/01/22	17/06/22	Aberdeen City Council	Maturity	0.1500%	-5,000,000.00
Fixed	21/01/22	20/01/23	Eastbourne Borough Council	Maturity	0.2500%	-10,000,000.00
Fixed	14/02/22	16/01/23	Peterborough City Council	Maturity	0.3000%	-5,000,000.00
Fixed	18/03/22	19/12/22	London Borough of Southwark	Maturity	0.7500%	-5,000,000.00
Fixed	31/03/22	30/09/22	Cheshire East Council	Maturity	0.7000%	-5,000,000.00

Fixed	15/03/22	15/09/22	Slough Borough Council	Maturity	1.0500%	-5,000,000.00
Fixed	28/03/22	28/06/22	South Somerset District Council	Maturity	0.6000%	-5,000,000.00
Fixed	14/03/22	31/10/22	Highland Council	Maturity	0.8500%	-5,000,000.00
Fixed	08/03/22	08/09/22	Oxford City Council	Maturity	0.9500%	-6,000,000.00
Fixed	23/03/22	31/10/22	West Dunbartonshire Council	Maturity	0.9000%	-5,000,000.00
Fixed	15/03/22	15/09/22	East Hertfordshire District Council	Maturity	0.8500%	-5,000,000.00
Fixed	15/03/22	31/10/22	Warrington Borough Council	Maturity	0.9000%	-5,000,000.00
Fixed	15/03/22	31/10/22	Oadby and Wigston Borough Council	Maturity	0.8500%	-5,000,000.00
Fixed	21/03/22	21/09/22	East Hertfordshire District Council	Maturity	0.8500%	-5,000,000.00
Fixed	18/11/21	18/11/24	Optivo Homes Ltd	Maturity	1.4000%	-5,000,000.00
Fixed	19/11/21	17/08/22	Highland Council	Maturity	0.1800%	-5,000,000.00
Fixed	30/11/21	31/05/22	North Norfolk District Council	Maturity	0.1000%	-5,000,000.00
Fixed	17/12/21	17/08/22	North Lanarkshire Council	Maturity	0.1300%	-5,000,000.00
Fixed	17/12/21	19/09/22	North Lanarkshire Council	Maturity	0.1400%	-5,000,000.00
Fixed	08/03/22	08/09/22	Lloyds Bank plc	Maturity	1.1300%	-5,000,000.00
Fixed	08/03/22	08/09/22	Santander UK plc	Maturity	1.0600%	-5,000,000.00
Fixed	09/03/22	09/09/22	Landesbanken Hessen-Thueringen	Maturity	1.1000%	-5,000,000.00
Fixed	25/03/22	22/12/22	Epping Forest District Council	Maturity	1.2300%	-6,000,000.00
Fixed	28/03/22	28/09/22	Guildford Borough Council	Maturity	0.8500%	-4,000,000.00
Fixed	31/03/22	30/09/22	Slough Borough Council	Maturity	1.3000%	-10,000,000.00
Fixed	31/03/22	15/03/23	Southern Housing Group LTD	Maturity	1.7500%	-5,000,000.00
Fixed	30/03/22	30/09/22	Uttlesford District Council	Maturity	0.8500%	-8,000,000.00
Fixed	23/03/22	25/04/22	Cornwall Council	Maturity	0.5000%	-10,000,000.00
Fixed	11/03/22	08/04/22	DMO	Maturity	0.5200%	-30,000,000.00
Fixed	15/03/22	24/10/22	Sedgemoor District Council	Maturity	0.8800%	-5,000,000.00
Fixed	31/03/22	30/06/22	Epping Forest District Council	Maturity	0.6500%	-5,000,000.00
Fixed	30/03/22	03/05/22	Birmingham City Council	Maturity	0.6500%	-20,000,000.00
Fixed	31/03/22	07/04/22	DMO	Maturity	0.5400%	-15,000,000.00
Call - 60 days notice			Barclays Bank plc	Maturity	0.7500%	-20,000,000.00
Call			HSBC Bank plc	Maturity	0.0300%	-20,000,000.00
Call			Santander UK plc	Maturity	0.2300%	-5,000,000.00
Call			Lloyds Bank plc	Maturity	0.6600%	-15,000,000.00
MMF			CCLA The Public Sector Deposit 4	Maturity	0.5777%	-20,000,000.00
MMF			Federated Prime Rate Sterling Liquidity 3	Maturity	0.4995%	-20,000,000.00
MMF			HSBC Global Liquidity Sterling G	Maturity	0.5409%	-20,000,000.00
Bond	14/10/21	22/07/22	UK Government	Maturity	0.2984%	-5,004,935.52
Bond	09/03/22	28/12/22	Swedbank AB	Maturity	1.3958%	-5,009,127.00
Bond	09/03/22	28/09/22	Coventry Building Society	Maturity	1.5059%	-5,109,296.50
Bond	16/03/22	29/04/22	Nationwide Building Society	Maturity	0.8856%	-9,045,838.38



WMCA Board

Date	10 June 2022
Report title	West Midlands Bus Service Improvement Plan
Portfolio Lead	Transport - Councillor Ian Ward
Accountable Chief Executive	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Pete Bond, Director of Integrated Transport Services, Transport for West Midlands email: pete.bond@tfwm.org.uk
Report has been considered by	Transport for West Midlands Leadership Team WMCA Senior Leadership Team Strategic Transport Officers Group Programme Board

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Authorise the indicative revenue funding allocation for the period from 2022/23 to 2024/25 for delivery of the West Midlands Bus Service Improvement Plan (BSIP).
- (2) Delegate the responsibility for approving the final revenue funding allocation for the West Midlands BSIP to the Executive Director for Transport for West Midlands in consultation with the Mayor, Portfolio lead for Transport Portfolio Holder and the Portfolio Lead for Finance.
- (3) Approve the WMCA Section 151 Officer accepting the BSIP funding, subject to the final allocation being in line with the indicative plan approved by WMCA Board and subject to the terms and conditions of the funding being acceptable to the WMCA S151 Officer.

- (4) Note the anticipated outputs associated with the reduced level of revenue funding through BSIP.
- (5) Note the position for a draft variation to the West Midlands Enhanced Partnership Scheme by the end of June 2022, which will need to be supported by bus operators and local authorities as well as TfWM.
- (6) Authorise the WMCA interim Director of Legal and Governance to 'make' the Enhanced Partnership Plan and Scheme variation, subject to completing the statutory process.
- (7) Note the current situation on revenue and recovery funding for the bus network following the report in January 2022 and its potential impact on the bus network.

1 Purpose

- 1.1 The purpose of this report is to seek approval for the West Midlands Bus Service Improvement Plan indicative revenue funding allocation, for submission to the Department for Transport (DfT) by the end of June 2022.

2 Background

- 2.1 In November 2021, TfWM published the West Midlands Bus Service Improvement Plan (BSIP), setting out the ambition to improve local bus services through *Better Buses, Better Journeys and Better Fares*; and a total funding requirement of £661.7 million to March 2025. Following submission DfT confirmed that capital elements of the BSIP bid should be moved to the CRSTS programme which subsequently happened and reported back to the WMCA Board through that programme. This left the £203.1 million revenue funding ask required to achieve the objectives of the National Bus Strategy (NBS). The September 2021 BSIP Report to the WMCA Board committed to a further report to the WMCA Board, once the funding allocation for BSIP was known.
- 2.2 In April 2022, the DfT announced that 31 of the 70 Local Transport Authorities (LTAs) who had submitted a BSIP would receive funding to support their bid. As part of this the DfT confirmed an indicative revenue funding allocation for the West Midlands of £87,857,760, the fourth highest allocation across England, and the second highest for an authority in receipt of CRSTS. This funding is conditional on the submission and implementation of a transformational Enhanced Partnership (EP), which includes firmer and more detailed commitments, from TfWM, constituent authorities and local bus operators, to deliver a package of prioritised and ambitious improvements to local bus services, in line with our BSIP and the objectives of the NBS.
- 2.3 The indicative revenue funding for BSIP complements the capital funding WMCA received through the City Region Sustainable Transport Settlement (CRSTS), to improve local bus services.
- 2.4 TfWM are now required to prioritise and confirm the indicative revenue funding and draft a variation to our existing EP scheme by the end of June 2022 and submit it to the DfT.

Funding

- 2.5 The indicative revenue funding allocation DfT has offered is less than the amount set out in our BSIP. Therefore, it requires some prioritisation of the BSIP ambitions. For revenue allocations, the DfT top priorities are:
- ambitious, and eye-catching initiatives that reduce and/or simplify fares, at pace. These should make the experience for non-users and existing passengers demonstrably better.
 - increased service frequencies and new/expanded routes.
- 2.6 The revised revenue priorities in our BSIP ambition include:
- A comprehensive passenger incentive programme that uses data to provide bespoke discounted and free travel offers that both encourage people to return to bus, whilst also generating new users and promote new flexible ticketing solutions such as Swift Go; supported by new and exciting marketing campaigns to encourage ridership.
 - Lower and simpler fares for all passengers through a new multi-operator ticketing reform and simplification for just 6 different ticket types for travel.
 - Enhancing local bus services to ensure a viable local bus network, with better modal integration, increased frequencies, and more comprehensive operating hours.
 - A bus priority development programme to ensure a pipeline of future schemes for delivery post-2025, to give significant passenger benefits.
 - Coordinated multi operator network performance management processes and highway management.
 - Strengthening of TfWM resource and capabilities to ensure effective delivery and monitoring of the BSIP outputs and outcomes.
 - Provision of 9 additional Transport Safety Officers to provide safety and security reassurance across the local network.
 - Implementation of a new customer charter across all operators
- 2.7 The DfT have also set out investment types they do not expect to fund. As a result, areas of our BSIP ambition that have not been prioritised for this funding include maintaining a stable bus network to the 2022 Commonwealth Games, generic bus marketing, an enhanced driving training programme and bus safety standards.
- 2.8 In early May 2022, TfWM submitted a draft of the proposed revenue funding allocation to the DfT, following discussions with local bus operators. This funding allocation is shown in Table 1. It is expected this funding allocation may be further refined over the coming weeks before the final confirmation is required to be submitted by the end of June 2022 with the DfT potentially providing further feedback and requesting further dialogue. Should this revenue funding allocation change, responsibility for approving the final revenue funding allocation will be delegated to the Executive Director for Transport for West Midlands in consultation with the Mayor, Portfolio leads for both the Transport and Finance Portfolios.

- 2.9 The BSIP indicative revenue funding is complementary to the capital funding WMCA received through the CRSTS in April 2022. Within the CRSTS, £162 million is for capital bus projects, including significant bus priority to support the ambitions of our BSIP; as well as circa £300 million for multi-modal projects, which may provide further improvements for bus.

Enhanced Partnership

- 2.10 The BSIP indicative revenue funding will not be confirmed by Government until there is a clear commitment to deliver the transformational improvements and the anticipated outputs. The mechanism for TfWM to demonstrate this commitment with local bus operators and local authorities is through an update to our existing EP. A variation to the EP scheme is being drafted to include the commitments funded through the BSIP. This draft EP scheme variation will be submitted to the DfT by the end of June 2022. Subject to the revenue funding confirmation by the DfT, this draft EP scheme variation will be 'made' through the existing EP variation mechanism by WMCA with operators and local authority approvals where relevant.
- 2.11 This draft EP scheme variation will include measures for existing bus priority and commitment to deliver improvements through the BSIP revenue funding and CRSTS capital funding. Feedback from the DfT on our BSIP will also be incorporated in this draft EP scheme variation. This will include the commitment to deliver bus priority and work with constituent authorities to deliver; detailed information on fares and ticketing plans with the timeline to implement; accessibility standards and minimum service levels; operator operating savings reinvestment; and commitment to work on wider and cross-cutting parking proposals that facilitate bus uptake.
- 2.12 Future variations will also be made as more details on schemes being delivered through CRSTS are defined, additional local authority commitments are made, improved bus operator standards are agreed, route requirements are applied and if TfWM take on local bus service registration powers from the Office of the Traffic Commissioner. These would all be 'made' through the existing EP variation mechanism.
- 2.13 To allow all the proposed BSIP commitments to be included in a draft EP scheme variation, the current EP Plan and Scheme need to be updated to align to our BSIP and cover the West Midlands area. A change has been proposed to the current EP Plan and Scheme, and successfully passed the statutory operator objection period with no objections.
- 2.14 A notice has also been published on the TfWM website and given to other appropriate stakeholders, including Transport Focus, Bus Users UK, the Office of the Traffic Commissioner, the Competition and Markets Authority and neighbouring authorities, receiving no comments contrary to the changes. An assessment of how the proposed change to the scheme meets the competition test, is that we do not think there is likely to be a significantly adverse impact on competition. No new standards, measures or facilities have been introduced from the proposed changes.

- 2.15 It is recommended that the WMCA Board authorise the 'making' of the proposed changes to the EP Plan and Scheme. The proposed changes are included in the background papers, and once made will be used as the basis to add in the BSIP funded commitments.

BSIP Bus Network Funding

- 2.16 It is proposed to allocate £23.68 million of revenue funding to enhance the viability of the local bus network to seek to deliver the aspirations of the West Midlands Bus Service Improvement Plan. This is against an original proposed allocation of £100.67 million within the original BSIP submission.
- 2.17 The indicative award letter from the DfT states that this money cannot be used to continue to support existing service levels and patterns. The letter does recognise that the starting point for service enhancements are now lower than originally envisaged in the BSIP or potentially than services currently provided, given the end of recovery funding. The Network Recovery section of this report outlines the increasing challenges facing the existing bus network.

Network Recovery Update

- 2.18 In January 2022 the WMCA Board received a report on the bus delivery options for West Midlands which highlighted the position of recovery on the bus network following covid 19. This section of the report provides an update on that position to review alongside the BSIP proposals and highlight the interdependencies.
- 2.19 Throughout covid funding has been provided to support bus services by Government in the form of Covid Bus Service Support Grant (CBSSG) and currently Bus Recovery Grant (BRG), and through Local Government (WMCA/TfWM in our area) in the form of concessions funding. As of early May 2022, bus patronage is still around 20% down when compared to pre-Covid patronage recovery. The recovery has been partly impacted by significant industry challenges including bus driver shortages and increased levels of sickness. The overall network in the West Midlands currently maintains around 94% of the pre-Covid network in terms of miles operated compared to 80% patronage. Patronage is returning and has reached around 83% on buses in recent weeks.
- 2.20 Government support across England is scheduled to terminate completely at the end of September 2022. In the West Midlands, WMCA/TfWM have received verbal confirmation from DfT that funding for the region will last for 3 months longer until the end of December 2022 and will contain additional levels of funding through the early months (April-September) with the specific aim of retaining a stable network throughout the period leading up to and including the Commonwealth Games. Operators have maintained the network without making significant service deregistration's in good faith based on a request from WMCA/TfWM pending clarity from Government of funding.

- 2.21 The Government are expecting operators and LTAs to start to revise their bus networks from the end of June 2022 to reflect lower bus use, and then fully adjust their networks by the end of September 2022. If Government does not agree the level of funding for West Midlands soon there is still a risk that operators could cut some bus services prior to the Commonwealth Games. TfWM are working hard to try and avert this scenario and DfT officials are confident that ministers will sign this off very soon.
- 2.22 Commercial bus operators are left with the dilemma of trying to retain a network and satisfying shareholder expectations. The bus network carried 80% of all public transport journeys pre-Covid and the region does not work without the bus network, so retaining network coverage and stability is essential for the economic recovery of the region. Cuts to services too soon risks preventing opportunities for patronage to recover effectively which is slowly coming back.
- 2.23 NXWM have confirmed that any further reductions from the existing 94% of network service miles will have to be taken from less frequent services as they have already reduced high frequency services in response to driver shortages. Further changes which, subject to funding in 2.16, could come as soon as September 2022 will impact services which provide unique coverage to some residential areas of the conurbation and affect accessibility onto the network.
- 2.24 Once funding expires fully at the end of December 2022, commercial operators are predicting a further reduction in the network to around 80%-85% of pre-Covid services which could see up to 60 entire bus routes disappear across the region if patronage does not recover in time or additional funding is not found. Operators have indicated this will likely include most commercially provided school bus services. This represents the biggest loss of commercial bus services in several decades which WMCA will need to determine what elements of this can be provided based on Access Standards through tenders based on available budget. This still represents a financial risk of up to £30m in 2022/23.
- 2.25 TfWM are required to undertake a network review in partnership with all operators, and through that process will be looking to mitigate some of the challenges through capitalising on the BSIP initiatives set out in this report. This will include a proposal to remove wasteful duplication of services, create better use of resource, consideration of further introduction of Demand Responsive Transport (DRT) services, and better integration between commercial and tendered services, as well as better integration between modes. TfWM will also be looking to capitalise on any Government led or locally led marketing or fares initiatives to attract customers back to the network. Some of the Passenger Incentive work has been phased at the beginning of the 3 year BSIP programme to ensure that the anticipated impact on patronage can be felt as quickly as possible, including the simplification of tickets. However, these are not expected to fully mitigate the potential for up to 14% commercial reduction on the network by the end of 2022.

- 2.26 TfWM have however recently secured some major support from Government in the form of capital schemes through ZEBRA for a major scheme of hydrogen buses, as well as BSIP indicative funding allocations to develop new bus services and provide for some levels of network transformation, including simplified ticketing and passenger incentives reported within this report. This follows on from recent successful funding allocations for Coventry Electric Bus City and Cross City bus. All of these are capital schemes or transformation funding which cannot be used to support the existing services through revenue support which is why there is an inconsistent picture between the capital delivery opportunities and the revenue funding for maintaining existing bus services.
- 2.27 Neighbouring authorities to the West Midlands have not been as successful in securing this level of funding or the additional revenue through to December. Commercial operators in these areas are looking to make decisions about service reductions more quickly in line with government guidance. This is having an impact on cross-boundary services into the West Midlands. We have already seen this action from First Worcestershire who have made changes to their service 144 such that it will no longer operate to Birmingham. More situations like this are expected to emerge once the expected uplifted bus service funding expires in August 22. DfT have been asked to confirm if the additional funding for the West Midlands will include cross-boundary services.

3. Financial Implications

- 3.1 The current revenue funding prioritisation for delivery of the BSIP, over the 3-year period to March 2025 is shown in Table 1.

Table 1: West Midlands BSIP revenue funding prioritisation

Area of Delivery	Revenue Cost (£m)
Bus Priority Development Programme	1.0
Passenger Incentive Programme	39.0
Lower and Simpler Fares	18.5
Bus Service Support	23.68
Network Performance Management	3.3
LTA costs for delivery and monitoring	1.03
Provision of additional safety and security staff	1.08
Customer charter and passenger performance monitoring	0.27
TOTAL	87.86

- 3.2 Work has been phased across the 3 years. Scoping of the workstreams which will underpin the delivery areas is well underway to ensure that work can progress as soon as funding confirmation is received and that benefits on the network, for instance from targeted promotional campaigns, can be realised as soon as possible.
- 3.3 The costed delivery priorities above do not place any further funding pressures on the WMCA to make contributions from the approved 2022/23 Levy or CRSTS funding package which have not already been identified. Currently the WMCA Medium Term Financial Plan includes reference to a potential risk of up to £30 million to protect the existing bus network.

4. Legal Implications

- 4.1 Whilst the recommendations set out in this report do not result in any direct legal implications; legal notes that the revenue prioritisations list in table 1 of section 3.1 above may give rise for legal considerations as part and parcel of deliverables that result. In light of this, legal will support where necessary where such issues arise.

5. Equalities Implications

- 5.1 An Equality Impact Assessment has been conducted on the BSIP. The workstreams identified within the BSIP, are likely to have a positive impact across the equality groups. Whilst there are some considerations that need to be given to mitigate any potentially negative impact, the BSIP overall displays a clear goal in overcoming inequalities across the existing transport network.

6. Inclusive Growth Implications

- 6.1 The investment in local bus services will be positive for inclusion in the West Midlands by supporting the following inclusive growth themes - Economic Growth; Health & Wellbeing; Employment & Skills and Environment.

7. Geographical Area of Report's Implications

- 7.1 The BSIP and revised Enhanced Partnership covers the area of the West Midlands Combined Authority, as defined by in the West Midlands Combined Authority Constitution. Engagement has been held with neighbouring local transport authorities.

8. Other implications

- 8.1 None.

9. Schedule of Background Papers

- 9.1 BSIP Summary Table April 2022.
- 9.2 Enhanced Partnership Plan – proposed variation April 2022.
- 9.3 West Midlands EP Scheme – proposed variation April 2022.
- 9.4 Figure 1 WM Enhanced Partnership Map.

BSIP funding summary

Are you a Mayoral Combined Authority? Type Y for Yes or N for No in the box below
Y

MCA BUSINESS CASE THRESHOLD

£50,000,000

LTA BUSINESS CASE THRESHOLD

£20,000,000

[Within all categories, please add more rows if required]	Scheme title or intervention (mandatory)	Detail on intervention [e.g. 'additional bus priority on X corridor of Zkm between A and B', 'flat fares of Y across operators']*	Delivery milestones [e.g bus lane design to be completed by X and implemented by Y; fares initiative to launch on X date'	Outcomes at scheme level [e.g. 'additional bus priority on X corridor will lead to Passenger Vehicle Requirement (PVR) savings or journey time reduction in corridor of X% by X date'	opEX savings (where relevant)
Bus Priority Infrastructure	Bus Priority Development Programme	We see bus priority as key and this will ensure the development of further bus priority schemes (across unfunded parts of the core network) for delivery after 2025	Further bus priority improvements to be designed to an Outline Business Case standard by March 2025	<ul style="list-style-type: none"> Increases in Bus Priority and BRT' output, with shovel ready schemes for further bus journey time savings across the region, supporting outcomes: <ul style="list-style-type: none"> Faster timetabled bus journeys across more of our area More reliable journeys Lower bus operating costs Higher passenger satisfaction More bus trips retained, regained, and attracted More bus trips by older and disabled people More bus trips by younger people More passengers are former car users Increased amount of multi-modal/active travel (walking and cycling) Fewer car trips, especially to centres 	n/a
Fares support	Passenger Incentive Programme	Comprehensive passenger incentive programme that will use data to provide bespoke discounted and free travel offers that both encourage people to return to public transport whilst also generating new users and promote new flexible ticketing solutions such as Swift Go. This will be supported with new and exciting marketing campaigns to encourage ridership and people back to bus through the Passenger Incentive Programme	TFWM will work with bus operators to deliver a comprehensive passenger incentive programme from January 2023 to January 2025, that will use data to provide bespoke discounted and free travel offers to drive and sustain passenger recovery for new and lapsed customers	<ul style="list-style-type: none"> 'Lower and Simpler Fares and Integrated Ticketing' outputs, supporting outcomes: <ul style="list-style-type: none"> Faster growth in bus trips with operators other than the largest <ul style="list-style-type: none"> More affordable travel Higher passenger satisfaction More bus trips retained, regained, and attracted More bus trips by older and disabled people More bus trips by younger people More passengers are former car users Increased amount of multi-modal/active travel (walking and cycling) Fewer car trips, especially to centres 	Opex savings to be reinvested
	Lower fares	Lower fares for all passengers across the region through the new ticketing reform and simplification. This will be underpinned by an update to all digital and physical materials to enable the delivery of the new ticketing solution and to promote the new scheme to ensure customers are aware of the simplified new offer	2 step approach, with current fares frozen (at 2018 prices) from September 2022 until March 2025; then a bonfire of bus tickets to have a single multi-operator ticket product with 6 ticket types for adults/child/student from January 2023.	<ul style="list-style-type: none"> Fewer car trips, especially to centres 	Opex savings to be reinvested
Bus service support	Enhanced Bus Service Provision	Enhance the local bus networks to deliver aspirations of the NBS including increased frequencies, more comprehensive operating hours and better modal integration.	From the 1 January 2023, a new viable bus network with enhanced bus service provision	<ul style="list-style-type: none"> 'Network Design and Integration' outputs, supporting outcomes: <ul style="list-style-type: none"> Faster timetabled bus journeys across more of our area Lower bus operating costs Higher passenger satisfaction More bus trips retained, regained, and attracted More bus trips by older and disabled people More bus trips by younger people More passengers are former car users Increased amount of multi-modal/active travel (walking and cycling) Fewer car trips, especially to centres 	The Enhanced Partnership will seek to establish maximum frequencies on the core network and also provide a level of protection for incumbent operators subject to quality and performance. The expectation is that operators will redistribute resource to corridors which are deemed to be below the optimal frequency level. We will seek to ensure that any increase in fares revenue as a result of an enhanced network is captured and reinvested back in to the network.
	Network Performance Management	Introduce coordinated multi operator network performance management processes and highway management	From March 2023, coordinated multi-operator, LTA and LA performance and highways management through the Regional Transport Coordination Centre (RTCC)	<ul style="list-style-type: none"> Fewer car trips, especially to centres 	There is the potential for journey times to improve as a result of improved network performance.
EP/franchising delivery: LTA costs	LTA staff costs for delivery and monitoring	Strengthening of staff capabilities and resource for effective delivery and 6-monthly monitoring and evaluation of targets	Staffing proposals to be effective from September 2022; with monitoring and evaluation every 6 months thereafter	Will support delivery of all outputs and help ensure these in turn deliver all outcomes	n/a
Other: Safety & Security	Provision of additional Safety and Security staff	Provision of 9 additional Safety and Security staff (Transport Safety Officers (TSOs)) /FTEs across the network to provide reassurance	Recruitment of additional 9 Transport Safety Officers (TSO) in early July 2022, with vetting, training and onboarding in mid/late September 2022 and the new TSOs in place and working across the Bus Network in mid/late October 2022.	<ul style="list-style-type: none"> 'Passenger Safety' output, supporting outcomes: <ul style="list-style-type: none"> Improved perceptions of personal security, and fewer events Fewer health and safety events Higher passenger satisfaction More bus trips retained, regained, and attracted More bus trips by older and disabled people More bus trips by younger people More passengers are former car users Increased amount of multi-modal/active travel (walking and cycling) Fewer car trips, especially to centres 	n/a
	Customer Charter and passenger performance monitoring	Communication of charter to customers and communication thereafter on a 6 monthly basis	Bus Passenger Charter published by October 2022	<ul style="list-style-type: none"> 'Customer Experience' output, supporting outcomes: <ul style="list-style-type: none"> Fewer passenger complaints not satisfactorily resolved Higher passenger satisfaction More bus trips retained, regained, and attracted More bus trips by older and disabled people More bus trips by younger people More passengers are former car users Increased amount of multi-modal/active travel (walking and cycling) Fewer car trips, especially to centres 	n/a
Other: Customer Experience					
TOTALS***					

[Optional] Please provide any additional notes to explain the other funding sources outside of your BSIP funding allocation (150 words maximum).

At this time, we have allocated the revenue funding split largely as requested. However, we would like to discuss with the DfT a more accurate funding profile as some spend in 22/23 we would expect to be lower and would seek to confirm accurate funding profiles with the DfT before funding is confirmed.

Included in EP or, for franchising authorities, a delivery plan	Source of Funding		2022/23 (£ nominal)		2023/24 (£ nominal)		2024/25 (£ nominal)		Total cost of project or proposal (£ nominal) ***		Business case threshold: (£50m for MCAs, £20m for non-MCAs)	Current patronage as % of pre-Covid (please use best estimates if you do not have LTA-wide robust data)	DEMAND FORECAST as % of pre-Covid (this is at a programme level, not for each individual)		
			Resource	Capital	Resource	Capital	Resource	Capital	Resource	Capital			2022/23	2023/24	2024/25
LTA and LA measure in the EP - details to be scoped	DfT - BSIP	-			500,000		500,000		1,000,000	-00	0				
LTA measure and operator requirement - details to be scoped	DfT - BSIP	-	13,000,000		13,000,000		13,000,000		39,000,000	-00	0				
LTA measure and operator requirement - details to be scoped	DfT - BSIP	-	6,170,000		6,170,000		6,160,000		18,500,000	-00	0				
WMCA measure in the EP; and use of subsidy powers and VPA - details to be scoped	Other Government	Local Transport Levy	18,100,000		18,100,000		18,100,000		54,300,000	-00					
	DfT - BSIP	-	7,925,969		7,925,968		7,825,968		23,677,905	-00					
LTA measure in the EP; operator requirement to present a single network/source of information and use of a VPA - details to be scoped	DfT - BSIP	-	1,100,000		1,100,000		1,100,000		3,300,000	-00	0				
LTA measure in the EP and operator requirement on publishing performance information - details to be scoped	DfT - BSIP	-	343,285		343,285		343,285		1,029,855	-00	0				
LTA measure in the EP - details to be scoped	DfT - BSIP	-	360,000		360,000		360,000		1,080,000	-00	0				
LTA measure in the EP; operator requirement and use of a VPA - details to be scoped	DfT - BSIP	-	90,000		90,000		90,000		270,000	-00					
			47,089,254	-00	47,589,253	-00	47,479,253	-00	142,157,760	-00	0				



WMCA Board

Date	10 June 2022
Report title	Zero Emission Bus Regional Areas (ZEBRA) Scheme 2021/22 - Acceptance of Grant
Portfolio Lead	Transport – Councillor Ian Ward
Accountable Chief Executive	Anne Shaw, Executive Director of Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Pete Bond, Director of Integrated Transport Services, Transport for West Midlands email: pete.bond@tfwm.org.uk
Report has been considered by	WMCA Strategic Leadership Team Strategic Transport Officers Group WMCA Programme Board and Investment Panel

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

1. Approve the acceptance of the £30.383m grant funding awarded through the Government's Phase 2 of the Zero Emission Bus Regional Areas (ZEBRA) 2021-2022 competition announced on 26th March 2022.
2. Approve TfWM specifying two 'red lines' within the grant funding agreement of:
 - a) Open access to the hydrogen refuelling station by other agreed third parties;
 - b) TfWM to be party to the supply agreement, to protect WMCA's interests in the event of an operator exiting the local bus market, or a change in regulatory approach.

3. Note these 'red lines' may result in monies being returned to Department for Transport (DfT) and the scheme not progressing if bus operators are not able to sign-up to these conditions.
4. Note that the revised total value of the project which is inclusive of the £30.383m grant funding from DfT is lower than that approved in in September 2021 due to reduced scope.
5. Approve the delegation/s to the WMCA Monitoring Officer and WMCA Finance Director to enter into the various funding agreements and contracts which would be reasonably required to enable delivery of the project.
6. Note the update on project risks and mitigations and that these will continue to be reviewed and managed as the project progresses.

1. Purpose

- 1.1 The purpose of this report is to update the WMCA Board on the outcome of the application to the Government's ZEBRA scheme. The report seeks Board approval to proceed with the project by accepting the Offer of Grant and details mitigations against identified risks. The original application was approved by Board in September 2021 and the accompanying report to that meeting provided the full background to the purpose and objectives of the scheme.

2. Background

- 2.2 In May 2021, TfWM submitted an Expression of Interest (EOI) on behalf of the WMCA to the ZEBRA Phase 1 (fast track) process. On 24th June 2021, the DfT advised that our Phase 1 EOI had been shortlisted for Phase 2 (standard track) Full Business Case, alongside five other local transport authorities. The original bid was for 234 buses, comprised of 200 hydrogen double decks, 24 articulated 'tram-style' hydrogen buses for the Sprint network currently under development, and 10 battery electric buses for use on subsidised services in Wolverhampton. Following engagement with DfT, the size of the project was reduced to a total of 124 buses (100 double decker and 24 articulated) in the final submission. Despite this reduction in fleet size, the project still represents the largest hydrogen deployment in the world outside of China and as a result is a globally significant opportunity which directly supports national and regional priorities.
- 2.3 DfT expects grant recipients to deliver their projects within two years of the grant award, taking delivery to the end of March 2024. Accordingly, since provisional acceptance of the grant by the Chief Executive in March, TfWM officers have undertaken preparatory work to enable the next steps to proceed rapidly should Board approval be given. This has included soft market testing with bus operators and potential suppliers to gauge the appetite and ability to deliver the scheme, as well as work to identify the most appropriate procurement method. A grant funding agreement will be secured with a bus operator to acquire the necessary vehicles and infrastructure to deliver the scheme.

2.4 The scale of the project brings a number of risks as well as benefits. During the delivery period it may be necessary to review and change the delivery approach to what is currently proposed. The following table sets out the key risks that have been identified at the Final Business Case stage, since award of the funding, and through soft market testing, with proposed mitigations.

Risk	Details / Mitigation
<p>Ownership of hydrogen refuelling station: Under the preferred approach with an operator-led procurement, WMCA would not own the hydrogen refuelling station; ownership would sit with the bus operator or their appointed fuel supplier. This would mean WMCA could have no direct control over its future use and the owner could subsequently modify, mothball, or scrap the asset without consulting WMCA. This could lead to stranded assets (buses part-funded by WMCA unable to be fuelled), the undermining of the envisaged project outcomes, as well as financial loss.</p>	<p>Grant funding agreement shall specify that the bus operator is responsible for funding modifications to their commercial premises in full, and that grant towards building modifications will only be released for costs over and above 25% of the total infrastructure cost. This approach minimises investment by WMCA into commercial premises that could not be recovered and maximises the amount of grant being used for the hydrogen refuelling station, which could be more easily recovered. The grant funding agreement shall specify that in the event of the asset no longer being required, WMCA will have the option to have the asset transferred to it. Precise details of the legal mechanisms to ensure this will be subject to further work by TfWM.</p>
<p>Ownership of land hosting the hydrogen refuelling station: Under the preferred approach with an operator-led procurement, WMCA would be funding an asset that will most likely be located within a bus operator's depot, i.e, privately-owned premises. This presents a risk to WMCA investment should the depot subsequently be sold or the bus operator decide to terminate the lease with the landowner.</p>	<p>The bus operator will be required to demonstrate that they have security over use of land, either by demonstrating a freehold, or a leasehold that covers the lifespan of the project. Where these conditions are not met, WMCA will seek to secure long-term leases or consecutive leases with the third party landowner in advance. Where the site is owned by the bus operator, the grant funding agreement shall specify that in the event of the bus operator disposing of the site, WMCA shall have first preference for any sale and will be entitled to purchase the site at market value prior to the site going on the open market. It shall also specify that in the event of regulatory change to a franchising delivery model, WMCA shall have the option to purchase the scheme's assets.</p>
<p>Ownership of vehicles: The bus operator could choose to use a third party to lease</p>	<p>The grant funding agreement for the Coventry Electric Bus City scheme has</p>

Risk	Details / Mitigation
the vehicles through an 'as-a-Service' agreement and not own the vehicles directly. Should the operator fail, the vehicles would be recovered by the lease company with no ability for TfWM to secure the vehicles, resulting in a loss of vehicles for service, loss of reputation and considerable financial impact.	addressed the same eventuality and can be used as a template for this project. A mechanism will be implemented that provides certainty over the outcomes if this eventuality were to arise. This shall include as a 'red line' WMCA being party to the lease agreement and having the option, but not an obligation, to take over the lease.
Availability of new infrastructure for hydrogen refuelling: Failure to align the delivery of infrastructure setup with new vehicles becoming operational, meaning hydrogen refuelling is not available for the first buses and therefore buses cannot operate.	Single competition to enter into one grant funding agreement with a bus operator who would then be responsible for procuring buses and infrastructure. Tyseley Energy Park provides capacity for refuelling 40 double deck buses. Temporary refuelling could be possible and has been identified as a solution in the short-term through trailer delivery if necessary.
Strengthening of a dominant operator: Installation of fuelling infrastructure at an operator's depot gives them a competitive advantage if vehicles are cheaper to operate. This may make it more difficult for other operators to compete.	Competition will be held to appoint bus operator through fair, open and transparent process. Grant funding agreement will set a 'red line' of requiring open access to the refuelling station by other fleet operators.
Bus operator bids for only part of the project outputs, such as only bidding to operate the double deck buses, but not the articulated buses. This would result in the outputs of the project not being delivered in full and therefore the envisaged outcomes and impacts not being achieved.	Single agreement covering the 100 double decks, 24 articulated buses and hydrogen refuelling station to ensure the appointed operator is responsible for delivering the project in full, with no option for only partial bids.
Bus operator unable to procure buses and refuelling infrastructure: A single grant funding agreement means the same bus operator will be responsible for procuring the double deck buses, articulated buses and infrastructure. Suppliers may not be able to meet the full project requirement	Soft market testing undertaken with bus operators and suppliers in May 2022 indicated the full project requirements could be met through a single bus operator's procurement. The approach proposed of a single grant funding agreement covering both buses and infrastructure is the same as

Risk	Details / Mitigation
<p>resulting in the bus operator being unable to procure the necessary assets. The impact would be a failure to deliver the project or a delay when the bus operator's procurement exercise was re-run.</p>	<p>that used for Coventry Electric Bus City, however it is recognised the risks in this project are higher. TfWM will actively monitor and manage risks to delivery with the bus operator through regular (minimum monthly) steering group meetings and maintaining a joint risk register.</p>
<p>Post-COVID uncertainty: A commercial operator greening its fleet using public funds at a time when the bus sector still faces significant uncertainty over its post-pandemic recovery presents uncertainty over the long-term use of the assets. In the case of a change of structure / ownership of the bus operator, the assets may no longer be available to the region.</p>	<p>Bus operator will be required to demonstrate they have a viable plan to operate the buses in the areas prescribed. The grant funding agreement shall specify that in the event of assets no longer being required, WMCA will have the option to have the assets transferred to it, or for leased assets what safeguards will apply, as addressed in the Coventry Electric Bus City project.</p>
<p>The risk that the scaling up of a green hydrogen fuelled fleet of buses could cause unforeseen technical and/or financial issues that impact the ability of the operator to maintain the network coverage and assure fare (ticket price) commitments. Whilst there is confidence in the viability of the project amongst stakeholders, the limited maturity of this market means that risks remain. The risk to the project and future network is the impacts could result in the need for higher fares or greater subsidy from the LTA.</p>	<p>WMCA will seek assurances from the operators that financial risks associated with the bid will be supported by a Parent Company Guarantee, or performance bond, to ensure that the local operating business cannot expose TfWM (and therefore the WMCA) to greater financial risk, and ensure a clear legal agreement backs off the risk imposed on the WMCA by Government is passported on to the businesses promoting the proposals.</p>
<p>Timescales: Risk that the scale and complexity of the project means the full outputs cannot be delivered within the two year window specified by Department for Transport, meaning the grant has to be returned and the project is shelved.</p>	<p>Engagement with Department for Transport taking place. TfWM have discussed with the DfT that there may be risks due to the complexity which are not yet clear as this is a globally leading project. The DfT have advised that they will consider how to respond to this but that it may not be agreed from Government at this early stage. Regular dialogue and engagement with the DfT will be maintained.</p>

Risk	Details / Mitigation
Financials: DfT grant conditions state that WMCA as the accountable body are responsible for meeting any expenditure over and above the grant award required to deliver the project outcomes.	This will be mitigated through the grant funding agreement with the bus operator, which will ensure that WMCA will not be financially liable for any project cost overruns above the funding awarded.
Further detailed risks being mitigated include: <ul style="list-style-type: none"> • Delivering the Sprint objectives effectively and on time • Ensuring the buses meet the required specifications of DfT and TfWM • Ensuring infrastructure delivery is not delayed by Planning process 	

2.5 The above risk table demonstrates that the project team has sought to understand all potential risks and is mitigating them accordingly, given the unique nature and scale of the project. This approach will be embedded into the project team and will enable TfWM and its delivery partners to focus on the required project outputs and delivery timescales.

3. Financial Implications

3.1 The overall funding and spend for the project can be summarised as follows:

Funding Source (£m)	Vehicles	Depot Infrastructure	Project Management	Total
Department for Transport	24.0	6.4	0	30.3
WMCA	0	0	0.6	0.6
Operators	53.5	2.1	0	55.7
Total	77.5	8.5	0.6	86.6

3.2 The DfT has provided a capital grant of £30.3 million to cover 75% of the additional cost of zero emission buses over diesel equivalents and 75% of the required infrastructure costs. The remaining costs will be funded by the bus operator, totalling £55.6 million of investment into the transport network.

3.3 As a result of the reduced scope, there is no longer a requirement for WMCA capital funding. Project management costs of £0.6m for project delivery staffing, technical expertise, finance, legal, assurance and monitoring & evaluation will be met through existing funding in 22/23 budgets and the Medium Term Finance Plan.

4. Legal Implications

4.1 WMCA Legal notes the key risks identified within the table above, together with the proposed mitigation measures. In light of this, we shall work with project colleagues in order to ensure that those requirements and any others that are identified are reasonably captured within the grant funding agreement to be

entered into with the bus operator(s). This will include any lessons learnt from the Coventry Electric Bus City project.

5. Impact on Delivery of Strategic Transport Plan

- 5.1 The draft Local Transport Plan (LTP) Core Strategy sets out the need to deliver action across '6 Big Moves' to improve accessibility, reduce traffic, and electrify transport. This will help to achieve our 5 Motives for Change within the draft Core Strategy. Continuing to invest in bus fleet decarbonisation and electrification will help to deliver those 6 Big Moves and also reduce our regional carbon emissions, in line with our #WM2041 net zero reduction target.

6. Equalities Implications

- 6.1 An Equalities Impact Assessment has been undertaken for the project which identifies and addresses key equality issues and their mitigating measures. This project provides a positive impact on young people, minority ethnic groups, disabled people and other protected groups, as well as lower socio-economic groups, who are more likely to rely on the bus network to access education, employment and other opportunities.

7. Inclusive Growth Implications

- 7.1 The investment in new zero emission vehicles and associated infrastructure will be positive for inclusive in the West Midlands by supporting the following inclusive growth themes – Economic Growth; Health & Wellbeing; Employment & Skills and Environment. Indeed, delivering these benefits is a primary objective within the Strategic Case and the scheme will be designed with this in mind.

8. Geographical Area of Report's Implications

- 8.1 The project will see hydrogen buses operating in all parts of the West Midlands, with the exception of Coventry which is becoming the UK's first 'all electric bus city'. The learning from this project will help contribute towards the successful future roll-out of zero-emission buses within the wider conurbation and help demonstrate the capabilities of our region to effectively deliver government funds, making the case for further funding for future schemes.

9. Other Implications

None.

10. Schedule of Background Papers

Zero Emission Bus Regional Area Scheme 2021/22 – Phase 2 Full Business Case – Report to WMCA Board meeting 17 September 2021

Full Business Case – ZEBRA 2021/22 – WMCA 11 February 2022:

<https://www.tfwm.org.uk/media/31il4swm/zebra-standard-wmca-fbc-final-for-publish.pdf>

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WMCA Board

Date	10 June 2022
Report title	Commissioning of Skills Delivery Programmes including Adult Education Budget, National Skills Fund and Multiply element of UKSPF
Portfolio Lead	Skills & Productivity - Councillor George Duggins
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Dr Julie Nugent, Executive Director of Economic Delivery, Skills & Communities email: julie.nugent@wmca.org.uk
Report has been considered by	Economic Delivery, Skills and Communities Directorate – Senior Leadership Team LA/LEP Employment and Skills Officers Group WMCA Investment Panel WM FDs Group (tbc)

Recommendation(s) for action or decision

The WMCA Board is recommended to:

- (1) Agree the proposed commissioning and procurement approach for skills programmes to support ongoing delivery of adult training and education to address local and regional economic and skills needs.
- (2) Delegate authority to carry out commissioning of the specified skills funding, including any procurement activity as required, to the Executive Director of Economic Delivery, Skills and Communities, in consultation with the WMCA Section 151 Monitoring Officers, and in discussion with the Portfolio Lead.

- (3) Delegate authority for the approval of the final Multiply Investment Plan to Department of Education (DfE) by 30 June 2022, to the Skills Portfolio Lead, Councillor Duggins, and the Executive Director of Economic Delivery, Skills and Communities and the WMCA Director of Finance. The Board should note that this investment plan has been developed in conjunction with our LA/LEP Employment and Skills Officers Group and any changes post Board will be communicated.

1. Purpose

- 1.1 This paper sets out how the WMCA has secured additional skills funding to support local and regional employment and skills priorities – from £130m pa in 2019/20 to c£158m pa in 2022/23. The paper sets out the headline approach of how we intend to commission this skills funding over the next 3 years, reflecting local and regional priorities, and ensuring an agile and locally responsive approach that helps more people gain essential skills, move into good jobs, and supports our wider ambitions for inclusive green economic growth. Critically, this investment will also be considered alongside further investment in people and skills, through the UK Shared Prosperity Fund, which is being overseen by the Portfolio Lead for Economy, via the Economic Growth Board.

2. Background

- 2.1 The Adult Education Budget (AEB) for the West Midlands constituent member area was devolved to WMCA for delivery from 1st August 2019. The WMCA agreed an approach to commissioning adult education and training that aligned the mix of provision more closely to local and sectoral priorities, whilst avoiding the unnecessary destabilisation of locally based institutions (colleges and adult education providers). This included a much greater focus on using AEB to support more people move into employment, more people to gain higher-level technical skills, and more upskilling for low-skilled, low-paid people already in employment. The approach also built in more specific targeting of key client groups and geographies, in line with local authority priorities.
- 2.2 As approved by WMCA Board in January 2019, AEB funds were allocated to Further Education (FE) colleges and local authorities that deliver adult and community learning through a plan-led approach to the value of circa £90m pa. The remaining funding, circa £30m pa, was awarded to private and voluntary sector training providers through a competitive procurement process for the three-year period to July 2022 which has been extended by 6 months to January 2023.
- 2.3 In 2022, additional skills funding has been delegated from the Department of Education (DfE) to the WMCA. This funding is part of the National Skills Fund and comprises annual allocations of £10.9m ‘Free Courses for Jobs’ (FCfJ) focused on Level 3 technical qualifications and £11.2m ‘Technical Bootcamp’ funding.
- 2.4 We have also been allocated £16.7m over a 3-year period to deliver the Government’s ‘Multiply’ programme, an adult numeracy focussed programme funded through a ring-fenced allocation of the UK Shared Prosperity Fund. The annual allocations for this are set out below.

Allocations by financial year		
2022-23	2023-24	2024-25
£5,069,133	£5,848,999	£5,848,999

- 2.5 Unlocking this allocation is subject to the approval, by DfE, of an investment plan – due for submission on 30th June. DfE’s intention is to sign off plans, put in place grant agreements and make first payments in September 2022, for delivery from the 22-23 academic year.
- 2.6 Together with the £131m Adult Education Budget, these programmes will increase our overall capacity to deliver skills and training that meet the needs of local residents and businesses. Critically, this includes our ability, working with Local Authority partners, to commission provision that meets local needs and reflects local priorities, helping more residents gain skills, move into employment, and pursue rewarding careers. Annex A outlines current levels of Adult Education Budget investment in each local area.
- 2.7 Annex B sets out some of the ways we have used devolved funds to better address local skills and employment priorities, supporting more people into jobs and to develop higher levels skills. We have done this by removing courses of low economic value, out of area providers and poor subcontracting. We have worked strategically to ensure that Local Authorities are central to commissioning decisions and also, where they are delivering through their adult education services, we have increased allocations by up to £500k per annum.

3. Proposed approach to commissioning and procurement of skills funds

3.1 To bring maximum coherence across delivery, we intend to, as far as possible, commission provision collectively. This should simplify arrangements for our colleges, universities, voluntary and independent training providers, reduce the volume of tendering and remove duplication of provision. This will maximise the impact we are able to achieve and improve value for money from public funds.

3.2 Our approach is therefore two-fold:

- We will grant-fund Further Education colleges and Local Authority Adult and Community Providers, where conversations focus on delivering to a small set of locally and regionally determined priorities, including basic education, higher level skills and pathway provision. This will be to an overall value of circa £115m pa comprising AEB, Adult and Community Learning, Free Courses for Jobs, and technical bootcamps¹.
- We will procure funds competitively from a wider range of private and voluntary sector providers, universities, and other training providers. This will be to an overall value of circa £42m pa, comprised of:
 - £30m AEB
 - £5m Free Courses for Jobs – Level 3
 - £3m Technical Bootcamps
 - £4m Multiply

This will include both competitive and restricted processes utilising open tenders and existing procurement frameworks as appropriate.

3.3 The approach to each has been reviewed through the single assurance framework (SAF) process in line with low-risk funds.

¹ We anticipate Multiply being included but until we receive the detailed grant agreement from DfE we are unable to confirm the route to market.

- 3.4 Our approach includes a clear focus on understanding and addressing local priorities – as shaped by Local Authorities, employers, community organisations, colleges and other providers. This includes a focus on supporting people to enter and progress at work, on providing a strong adult and community learning offer, on tackling digital exclusion, and on addressing the skills needs of key sectors and clusters. This list is not exhaustive and we are able to flex provision in-year to meet new and emerging needs. We are also keen to support growth, reviewing performance closely on an ongoing basis in order to re-allocate funds to areas of greatest need and demand.
- 3.5 Through AEB, we will commission:
- Basic education, which will include an educational offer up to and including level 2, that supports residents to progress to vocational qualifications at level 2.
 - A higher-level skills offer, which includes Level 2, 3 and in some cases 4, that provides clear progression routes to enable more residents gain higher level qualifications at levels 3 and above.
 - An employment training offer that supports residents into employment and meets employer needs.
 - A community-based learning and training offer that engages disadvantaged communities and provides a mix of qualifications and personal support to move people towards and into the job market. And in addition, reduces dependency through improved health and wellbeing outcomes, and promotes active citizenship.
- 3.6 Through Free Courses for Jobs, we will commission a broad offer of full Level 3 provision, offering clear progression and upskilling for residents in or out of work, delivered flexibly to respond to the needs of employed learners.
- 3.7 Through Multiply we will commission additional adult numeracy provision that complements existing AEB provision, and enables more adults to achieve maths qualifications, improves labour market outcomes, and increases adult numeracy skills among residents. Provision will align to the menu of interventions set out by government and be informed both by the regional evidence base on adult numeracy need and discussions with the LA/LEP Employment and Skills Officers Group. On this basis, we propose that the focus of our activity should be on:
- supporting in-work progression.
 - partnering with the housing and VCS sectors to trial innovative approaches to engaging the hardest to reach learners.
 - working with universities to test out new models of tutoring support for adult learners studying with a range of providers and/or Local Authorities, as a means of building workforce capacity.
- 3.8 Our approach to Multiply and broader skills spending, including AEB, will be set in the context of wider local discussions around UK Shared Prosperity Fund (UKSPF), to ensure that we optimise the potential of complementary funding streams in addressing local priorities.
- 3.9 Across our offer, we aim to commission a rich network of skills providers, committed to delivering outcomes for residents, communities and businesses. This includes providers who can deliver at scale and implement new provision, niche and specialist providers which can innovate and deliver new technical training provision, and providers who are local and have strong relationships with local communities and employers.

- 3.10 Through our commissioning approach, we anticipate purchasing the following outcomes:
- an increased number of unemployed residents progressing into sustainable employment.
 - an increased number of residents increasing their skill levels up to Level 3 and above.
 - an increased number of employed residents (on benefits) progressing into higher paid roles.
 - training an increased number of residents in high skills needs areas to respond to employer needs.
 - engaging more residents from disadvantaged communities into formal learning opportunities and progressing them into further education or sustainable employment.
 - increased adult numeracy skills across the population and increased in participation in numeracy courses.
- 3.11 The Board is asked to agree to the approach outlined and to delegate authority to carry out commissioning and procurement for 2022/2023 and further activity during the contract term as may be required, to the Executive Director of Economic Delivery, Skills and Communities, in consultation with the Section 151 Monitoring Officers, and the Portfolio Lead.
- 3.12 Both AEB and Multiply are progressing through the Single Assurance Framework (SAF) process and the detailed business cases will be reviewed at Investment Board. They have been categorised as low risk through the assurance checks.
- 3.13 In light of the extremely tight timescale for developing and approving our Multiply investment plan, the Board is also asked to delegate approval for the investment plan to the skills portfolio lead, Councillor Duggins, in conjunction with the LA/LEP Employment and Skills Officers' Group.

4 Local Collaboration

- 4.1 We have worked collaboratively with our Local Authority partners and other stakeholders to ensure that this skills commissioning exercise will address local economic needs and business priorities through a place-based approach for our local communities.
- 4.2 Collaboration with our Local Authorities, Colleges West Midlands, the West Midlands Provider Network and ACLA has been crucial in successfully delivering the Adult Education Budget and improving the outcomes and impact of provision. We will continue to work in close partnership to maximise impact and value for money. We will strengthen employer and sector body collaboration to ensure provision is increasingly aligned to economic and employer needs. We will continue to work with DfE to share best practice and ensure we can maximise the impact and alignment of national and regional programmes.
- 4.3 Evidence of partnership working with local education provider, employers, voluntary and community sector organisations, Job Centres and others is critical in securing DfE approval for the Multiply investment plan. We are currently consulting with individual Local Authorities, delivering provider events, and engaging with a wide range of stakeholders via existing meetings and channels. This approach will ensure that new provision meets local needs and reflects local priorities.

4.4 We have previously been part of a successful Overview and Scrutiny Committee review and are currently engaged in a follow-up review that will provide further opportunity for local oversight of our skills offer. In addition, we would be happy to engage with individual Local Authority Cabinet and Committee meetings to explore how we can better meet local needs.

5 Financial Implications

- 5.1 The overall funding for each programme covered in the paper is as follows,
- AEB £131m for the academic year 2022-23
 - Free Courses for Jobs £10.9m for the academic year 2022-23
 - Technical Bootcamps £11.2m for financial year 2022-23
 - Multiply £16.7m over three financial years 2022-25
- 5.2 Circa £115m of the 2022-23 AEB funding will be allocated to Further Education colleges and Local Authority Adult and Community Providers via grant funding. The remaining funding (circa £42m pa) will be delivered through procurement activity split as follows:
- £30m AEB
 - £5m Free Courses for Jobs – Level 3
 - £3m Technical Bootcamps
 - £4m Multiply
- 5.3 An element of the AEB budget is retained to support WMCA costs of delivering activity for AEB, the Free Courses for Jobs, Multiply and NSF Technical Bootcamp funding.
- 5.4 The WMCA is able to use £300k of their Multiply funding allocation for administrative expenditure, including for the development of the investment plan, procurement, contract management, data collection, and monitoring and evaluation.

6 Legal Implications

- 6.1 WMCA have a statutory duty in regards to adult education, and are the accountable body responsible and accountable for funding monies allocated to them for adult education related training in the WMCA area. As such the funding streams impose terms and conditions on WMCA that have to be met and complied with. Failure to do so could result in the funding becoming repayable in whole or in part to the funding stream i.e. underspend.
- 6.2 Some of the obligations placed on WMCA by the funding stream cannot be directly met by WMCA and have to be “flowed down” to the service providers via the terms and conditions in their contracts/agreements.
- 6.3 Legal will need to provide advice to this client on the risks associated with entering into any funding agreement.
- 6.4 Contracts/agreements for the delivery of the services will need to be drafted by legal to ensure any risks and service delivery elements required are passed down in the contract/agreement with the service providers to minimise risk to WMCA and to ensure that the service providers do not put WMCA in breach of those funding agreements.

7 Equalities Implications

- 7.1 The activities of the portfolio are reflected in the WMCA Equalities Scheme and a specific Equalities Impact Assessment for AEB, FCFJ and Multiply funded provision will be carried out.

8 Inclusive Growth Implications

8.1 The inclusive growth implications of commissioning the skills delivery include:

- The headline outcome of the Education and Learning element of the Inclusive Growth Framework is 'Increased skills levels' among the WMCA population. The commissioning outcomes listed above are consistent with that outcome. As provision is delivered, it will be important to assess the profile of beneficiaries and the impact of their improved skills – including whether their income increases (the headline outcome of the Inclusive Economy fundamental).
- It will be important for commissioned provision to boost economic missions held within the wider Inclusive Growth Framework – for example, by investing into skills that will enable people, institutions and businesses to decentralise and decarbonise the region's energy systems, and to boost climate resilience.
- Finally, the focus on collaborative design and delivery of the provision is consistent with the Power, Influence and Participation fundamental – notably, there is a chance to work directly with grassroots providers to co-design provision, ensuring that people in excluded communities receive investment that works for them.

9 Geographical Area of Report's Implications

9.1 Devolution of the Adult Education Budget relates only to the constituent member areas. In non-constituent member areas AEB will continue to be deployed through the national funding system. The delegated Free Courses for Jobs and Multiply programmes relate only to the constituent member areas. In non-constituent member areas Free Courses for Jobs will continue to be deployed through the national funding system. Non-constituent areas will receive a separate Multiply allocation. The Technical Bootcamp programmes relate to the three LEP areas.

10 Other Implications

None

11 Schedule of Background Papers

[Adult Education Strategy 2022-25](#)

[Multiply Investment Prospectus](#), [Technical Guidance](#), and [Investment Plan Template](#)

Annex A: Adult Education Budget Investment Local Authority Split

The table below shows the current Local Authority split of the Adult Education Budget, based on historical patterns of delivery. Provision is deliberately responsive however, and funding may shift in year to meet demand.

	Birmingham	Solihull	Coventry	Dudley	Sandwell	Wolves	Walsall
Grant AEB							
Total £101,434,994	£53,402,841	£3,344,010	£9,424,030	£6,384,020	£11,146,703	£9,525,364	£8,208,026
AEB Procured							
Total £31,599,996	£14,024,897	£1,589,495	£3,301,559	£3,012,179	£3,679,073	£2,896,141	£3,096,652
All AEB							
£133,034,990	£67,427,738	£4,933,505	£12,725,589	£9,396,199	£14,825,776	£12,421,505	£11,304,678
% Split	50.68%	3.71%	9.57%	7.06%	11.14%	9.34%	8.50%

Annex B: Addressing local skills and employment challenges through devolved skills funding

Since our first devolution deal, we have secured over £0.65bn for the region, including:

- £520m Adult Education Budget
- £19.5m of National Skills Funding for level 3 qualifications
- £27.2m for Skills bootcamps
- £8m for employment support programmes
- £2m for Community Renewal Fund projects
- £32m through our Apprenticeship Levy Transfer Scheme
- £45m as part of our Skills Deal

We have worked closely with our Local Authority Officers Group to ensure that this funding is used to shape employment and skills programmes that reflect local priorities and complement other local activities. As a result, skills training is now more strategically aligned to regional and local economic need – with a greater focus on getting more people into jobs, developing more higher-level skills, and being more responsive to employer needs. Local Authorities are also better placed to influence provision in their local areas. Since devolution, we have seen:

- 20% increase in provision supporting residents into jobs through training.
- Increased vocational ESOL provision
- Level 2 provision maintained, with greater sector mix and direct route into jobs.
- Seven-fold increase in Level 3 provision, while cash investment in level 3 provision has risen from £4.4m pre-devolution, to £13.9m in 20/21.
- 33% increase in provision aligned to regional priority sectors in construction, manufacturing, digital and business and professional services – including a 66% increase in new digital courses. £7.3m spent on construction training compared with £4.8m pre-devolution. 1,150 business and professional learners at level 3, compared with 150 pre-devolution.

Devolution has also enabled us to make significant additional investment in each Local Authority, including:

- New rail, construction and electric vehicle training at **Wolverhampton** College, supported by an additional £2m pa AEB.
- New dedicated construction plant training facility in **Solihull**, through a partnership between Solihull College and RMF supported by £2m pa AEB.
- In **Dudley**, new green technologies and retrofit training, alongside the launch of a new Institute of Technology delivering new higher-level skills training supported by AEB.
- Significant increases in higher level skills training delivered to adults by **Walsall** College tackling the lack of higher-level skills in the resident population. A new electric vehicle training centre and a youth hub co-located at the college site.
- New pre-employment training offering with a range of SWAPS delivered by **Sandwell** College through an additional £0.5m AEB alongside innovative returneeship programmes delivered by Release Potential and a focus on training local people to work on development of Aquatics Centre.
- Significant growth in digital skills training in **Birmingham**, both through £3m AEB delivery by specialist provider Netcom and through a range of new providers delivering skills bootcamps to residents, providing the skills for the growing tech jobs market
- Significant increases in sector work-based training in **Coventry** with new programmes delivered by the Local Authority and Pet XI in particular, plus £1m investment in training supporting residents to access opportunities linked to City of Culture.

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WMCA Board

Date	10 June 2022
Report title	Update on Trailblazer Devolution Deal
Portfolio Lead	Mayor Andy Street
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Ed Cox, Executive Director, Strategy, Integration & Net Zero email: ed.cox@wmca.org.uk

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note the progress being made in relation to the Trailblazer Devolution Deal.

1. Process update: engaging local leaders

- 1.1 The Trailblazer Devolution Deal process is continuing with devolution proposals being developed across a wide range of themes. Proposals are being developed in accordance with the principles and plans previously agreed by the WMCA Board. In particular, proposals have a clear focus on drawing down powers and finance from Government: the roles and responsibilities held by local authorities must not be drawn away from them through this process.
- 1.2 Following the Mayor and Portfolio Leaders' meeting in April, steps have been taken to ensure the more direct involvement of Leaders in this process. Meetings have taken place between Leaders and the Chief Executive of the WMCA in order to discuss particular hopes and concerns.

- 1.3 In the absence of a formal deadline or timetable with Government, we have been able to extend the process for the development of proposals and negotiations so that it extends to the Autumn. This means that there is more opportunity for Leaders to discuss emerging proposals and for local areas to bring forward their own proposals.
- 1.4 The extended timetable ensures that all proposals can now follow a clear sequence of meetings. Devolution position papers are being discussed by relevant local authority officer groups, then by the Senior LA Officers Group and LA Finance Directors, then by the Devolution Strategy Group comprising LA Chief Executives, before finally coming to LA Leaders. Position papers are amended and adapted at each stage.
- 1.5 A meeting has been arranged for the Mayor and local Leaders to meet informally in July to discuss the proposals. A further meeting of this kind can be organised later in the process if required before the proposals are considered formally by the Board.

2. Government engagement

- 2.1 Government engagement remains relatively slow while we develop agreed policy proposals. Officers are working in liaison with officials at the Cities and Local Growth Unit at DLUHC as well as specific departmental leads across Whitehall. Ministerial meetings remain informal at this stage.
- 2.2 Officials remain clear that we should be working alongside Greater Manchester in bringing forward ambitious proposals that might represent a blueprint for future devolution across England. Officers are working closely with colleagues in Greater Manchester to ensure some alignment of ambition while recognising that there are important differences between the two city-regions.
- 2.3 There remains an important imperative that proposals must be evidence-based and that any further devolution must be accompanied by clear proposals for enhanced accountability and transparency. For this reason, a West Midlands Data and Accountability Framework is being developed to provide a levelling up evidence base with explicit outcome measures for monitoring and evaluating progress. This is being based on existing frameworks and processes for measuring and monitoring progress in the region.
- 2.4 Government officials are also placing significant emphasis on the opportunities for 'funding simplification' – streamlining the various funding streams currently received by the WMCA and their bidding processes and monitoring mechanisms. More detailed proposals of this nature will be brought to a Mayor and Portfolio Leaders meeting.
- 2.5 Government has stepped back from the intention to produce some form of joint statement or framework agreement between government and the two trailblazer devolution deal areas before the summer recess. This is helpful as it means efforts can be dedicated to developing the deal itself.

3. Draft devolution proposals

- 3.1 The Mayor and Portfolio Leaders meeting on 20 May considered proposals concerning:
- Transport
 - Skills
 - Housing and Regeneration
 - Local Area Energy Planning
 - The West Midlands Smart City Region

There was general support for these proposals with some concerns raised about the precise nature of proposed 'Town Centre Investment Zones' and the implementation of proposed enforcement powers.

- 3.2 The next Mayor and Portfolio Leaders meeting on 5 July will consider the next batch of proposals on:
- Economy – business support, trade and investment, innovation
 - Industrial Decarbonisation
 - Retrofit

Prior to coming to Leaders, all proposals are considered by relevant local authority officer groups, the Senior LA Officers Group and LA Finance Directors, and the Devolution Strategy Group comprising LA Chief Executives. Many of the proposals are also considered by the relevant thematic boards ahead of coming to Mayor and Portfolio Leaders meetings.

Amendments are made to the original proposals based on the feedback received from these meetings.

- 3.3 Proposals are presented as summary documents using a defined template. **More detailed position papers are available upon request.** The summaries explicitly highlight where we would expect to see local benefits or double devolution in each case.
- 3.4 Further batches of proposals will be brought to these meetings during the summer according to the proposed timetable. The summary template can be amended for future batches subject to feedback.

4. Financial implications

- 4.1 The varying devolution proposals have quite different financial implications. Each is being considered separately. The process is being guided by the principle that the WMCA should not take on any additional responsibilities that are not properly resourced.

5. Legal implications

- 5.1 The varying devolution proposals have quite different legal implications including, in some cases, the potential need for primary or secondary legislation. Officers are working systematically with workstream leads to identify such implications and open discussions with relevant officials in DLUHC.

6. Equalities implications

- 6.1 The primary purpose of the Trailblazer Devolution Deal is to address the pressing need for levelling up both between English regions and also within the West Midlands. The government has identified 12 levelling up missions to give direction to this purpose. All devolution proposals are being assessed against their potential to deliver one or more of the levelling up missions. The West Midlands Data and Accountability Framework will become the means by which progress in addressing regional inequalities will be measured.
- 6.2 The Race Equalities Taskforce and the Young Combined Authority are each carrying out special activities in order to engage with and shape the emerging devolution proposals. Each will report independently to the WMCA Board on 15 July.

7. Inclusive Growth implications

- 7.1 See section on Equalities above.

8. Geographical area of report's implications

- 8.1 The Trailblazer Devolution Deal will be agreed with the 7 constituent authorities of the WMCA. Non-constituent authorities are involved in the development of devolution proposals with a view to identifying where there might be wider benefits for the wider West Midlands area. This includes involvement on the Devolution Strategy Group.
- 8.2 The Levelling Up and Regeneration Bill has provisions to make it easier for additional local authorities to become constituent members and for non-constituent and 'associate' members to join or leave.

9. Other implications

- 9.1 None.

10. Schedule of background papers

- 10.1 None.



West Midlands
Combined Authority

Public Service Reform Board

Tuesday 1 March 2022 at 2.00 pm

Minutes

Present

Councillor Kerrie Carmichael (Chair)
Sarah Middleton

Sandwell Metropolitan Borough Council
CEO Black Country Consortium

In Attendance

Richard Costello
Ed Cox
Claire Dhami
Neil Griffiths
Anna Humphreys
Jonathan Jardine
Dr James Rees
Aqeel Rizvi
Paul Sanderson

Office of Police and Crime Commissioner
West Midlands Combined Authority
West Midlands Combined Authority
West Midlands Fire Service
West Midlands Combined Authority
Office of Police and Crime Commissioner
University of Wolverhampton
West Midlands Combined Authority
Office for Health Improvement and
Disparities
West Midlands Combined Authority
West Midlands Combined Authority
Homelessness Taskforce

Claire Spencer
Neelam Sunder
Jean Templeton

Item Title No.

43. Apologies for absence

Apologies for absence were received from Councillor Brigid Jones, Councillor Ian Brookfield, Councillor Stephen Craddock, Councillor George Duggins, Councillor Simon Phipps, Councillor Bob Sleigh, Councillor Izzi Seccombe, Henrietta Brealey, Laura Caulfield, Vanessa Jardine, Catherine Mangan, Tom McNeil, David Melbourne, Sue Ibbotson and Gary Taylor.

44. Nomination of Substitutes

Stephanie Taylor (City of Wolverhampton Council) for Councillor Ian Brookfield, Dr James Rees (University of Wolverhampton) for Laura Caulfield, Paul Sanderson (Office for Health Improvement and Disparities) for Sue Ibbotson, Neil Griffiths (West Midlands Fire Service) for Gary Taylor and Jonathan Jardine and Richard Costello (Office of Police and Crime Commissioner) for Tom McNeil.

45. Minutes of the last meeting

The minutes of 30 September 2021 would be deferred for approval at the next Public Service Reform Board due to no Committee Member present from previous board meeting to approve.

46. Levelling Up White Paper and Trailblazer Devolution Deal

The board received a presentation from the Director of Inclusive Growth and Public Service Reform on the Levelling Up White Paper which was published by the Government on 2 February 2022.

The definition of levelling up within the Levelling Up White Paper was to increase opportunity across the United Kingdom and to reduce disparities between and within regions and set out 12 levelling up 'missions' for 2030.

Within the Levelling Up White Paper, The West Midlands Combined Authority and Greater Manchester Combined Authority had been invited to negotiate a 'trailblazer devolution deal' as the Government had recognised positively the competence and capacity of both Combined Authority's. The West Midlands Combined Authority had started the process to respond to this, by involving and communicating with local authority partners and stakeholders for the identification of principles to take forward, gain private sector support and double the devolution deal to local authorities, with a strong emphasis on data and accountability.

The Levelling Up White Paper noted in excess of 100 different policy topics with the West Midlands Combined Authority identifying 20 workstreams that would comprise of the region's trailblazer devolution deal, with three workstreams of relevance in particular for the board to be made aware of, which was homelessness prevention, crime, community safety and resilience, as well as social capital and social economy that had relevance in the Levelling Up White Paper.

The timetable for the trailblazer devolution deal negotiations was unknown as the Government had not set a specific timetable, however the West Midlands Combined Authority's intention was to move at pace and to have a draft proposal submitted to government by June 2022 with an expected headline devolution deal before summer recess of government and final approval in autumn.

In response to a question from Jonathan Jardine regarding the timescale of the devolution deal process aligning to external partners and stakeholders own decision making meetings to feedback, the Director of Inclusive Growth and Public Service Reform confirmed there would be four elements consisting of a stakeholder engagement plan on who to involve in conversations, a government engagement plan, a timetable plan with critical milestones and a position paper to bring together the relevant policies for the workstreams.

Councillor Carmichael asked the board to consider what workstreams would be important for the devolution deal as commented that homelessness was a priority, as well as community safety around drugs and night-time enforcement.

The Director of Inclusive Growth and Public Service Reform welcomed considerations received, however re-emphasised that any propositions of the devolution deal would need to relate specifically to the levelling up missions.

Resolved:

- (1) The publication of the Levelling Up White Paper and reflection on its implications for the West Midlands Combined Authority area was noted.
- (2) The collaborative governance for developing the trailblazer devolution deal was noted.
- (3) The opportunities for public service reform and inclusive growth within the trailblazer devolution deal was noted.

47. Inclusive Growth Framework

The board considered a report and presentation from the Senior Policy Officer for Public Services and Inclusive Growth on the rationale for how the Inclusive Growth Framework worked and how it had been remodelled along with examples of practice.

The West Midlands Combined Authority defined inclusive growth as a more deliberate and socially purposeful model of growth, measured not only by how fast or aggressive it was, but also by how well it was created and shared across the whole population, place and by the social and environmental outcomes it realised for people.

The framework captured eight fundamentals, reflecting important principles of what good growth looked like and was based on the model in Kate Raworth's 'Doughnut Economics' in achieving the goal for economic activity to work for humans, whilst being regenerative of the environment. The model comprised of two boundaries being planetary and human with the presentation outlining the over-use of earth's resources and breaching of the planet's ecological ceiling, for example in carbon-intensive activities and removal of green spaces, as well as highlighting the basics in a shortfall in areas of the fundamentals required for people to thrive, for example in access to public transport, adequate childcare support and poor air quality in enabling a balanced and aspirational model for both. The data and indicators would be used to map effectively and to show against each fundamental at different spatial levels on meeting needs.

The eight fundamentals of inclusive growth would focus on climate resilience, affordable and safe places, connected communities, education and learning, health and wellbeing, equality, inclusive economy and power, as well as influence and participation with each fundamental explored in depth during the presentation.

As well as working with partner organisations, at the heart of inclusive growth would be the voice of citizens from a community research survey, which would be at a three-year interval rather than annually to allow a greater understanding and insight from the lived experiences of citizens to enable a greater piece of intergenerational work.

Resolved:

- (1) The draft updated version of the Inclusive Growth Framework was noted.
- (2) The identification of ways in which the draft updated version of the Inclusive Growth Framework could be used and applied was noted.
- (3) The board to receive an annual report of the Inclusive Growth Framework was agreed.

48. Annual Performance Planning and Update

The board received a verbal update from the Head of Public Service Reform and Prevention on the annual performance to date against the 2021/22 deliverables and identification of the high level deliverables for 2022/23.

Resolved:

- (1) The progress against the 2021/22 high level deliverables to date was noted.
- (2) The high-level deliverables for 2022/23 was approved.
- (3) The identification of the board to receive a more detailed report on progress, activity or future direction was noted.

49. Homelessness Taskforce Update

The board received a verbal update and presentation from the Senior Programme Manager for Homelessness on the six homelessness task groups, with a particular focus on the work of the Children and Families Task Group with on-going work involving a reduction in time spent in temporary accommodation, early interventional help and support to avoid evictions and rough sleeping, as well as the focus on work being undertaken in 2022/23.

The presentation outlined the main areas of work focussed on the Rough Sleeping Task Group, Children, Families and Young People Task Group and the Domestic Abuse and Homelessness Sub-Group for three areas of cohorts being children and families, young people and older singles. The task groups were established to tackle the homelessness experienced by specific groups of people in a tailored, needs-based manner to obtain a greater understanding in intervention and identification as to why certain life circumstances result in homelessness to avoid homelessness being inevitable.

The Rough Sleeping Task group was working towards the Government's pledge to end rough sleeping by 2024/25. The work involved the recent submission of the rough sleepers initiative bids to add value to the work of local authorities in the West Midlands Combined Authority areas to help with their pathways to rough sleeping and to operationalise the goal of ending rough sleeping, as well as working with the Centre for Homelessness Impact, which would involve prevention initially but if unpreventable, to ensure rough sleeping was rare, was a brief occurrence and non-occurring in understanding the definition of the four concepts and what metrics to use to measure progress against.

The Chair of the West Midlands Combined Authority Homelessness Taskforce provided a verbal update and presentation on the work of the Children, Families and Young People Task Group with lots of work and activity around intelligence gathering, to ensure a robust understanding of the present challenges faced by families, which particularly included woman and children at risk of homelessness or in temporary accommodation. The taskforce had an action plan in place in exploring how families could be helped better by receiving good information advice and guidance, early help, continuation of lobbying for more affordable housing developments, support the work of the new Domestic Abuse Subgroup and the joining up of services to create ground-breaking work along with the proposed devolution deal from the Levelling Up White Paper to support. The group membership included voluntary and legal sector agencies, social housing organisations, local authorities, West Midlands Strategic Migration Partnership, Office of the Police and Crime Commissioner and academic representation.

The Office of the Police and Crime Commissioner reconfirmed their commitment of domestic abuse being a key area ensuring investigation of cases do not lead victims into homelessness and would have engagement with the Domestic Abuse and Homelessness Subgroup.

Resolved:

- (1) The homelessness taskforce update was noted.

The meeting ended at 4.00pm.

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Wellbeing Board

Tuesday 8 March 2022 at 10.00 am

Minutes

Present

Councillor Izzi Seccombe (Chair)	Portfolio Lead for Wellbeing
Councillor Nicolas Barlow	Dudley Metropolitan Borough Council
Councillor Kamran Caan	Coventry City Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Councillor Julian Gutteridge	Nuneaton and Bedworth Borough Council
Councillor Suzanne Hartwell	Sandwell Metropolitan Borough Council
Andrea Simmonds	West Midlands Fire Service
Sarah Marwick	GP Representative
Sean Russell	Universities West Midlands (Coventry)
Mike Wade	Office for Health Improvement and Disparities

In Attendance

Angela Aitken	Walsall Metropolitan Borough Council
Mubasshir Ajaz	West Midlands Combined Authority
Lynne Bowers	The Health Creation Alliance
Ed Cox	West Midlands Combined Authority
John Denley	Wolverhampton City Council
Jed Francique	West Midlands Combined Authority
Madeleine Freewood	City of Wolverhampton Council
Stacey Gunther	Public Health England
Simon Hall	West Midlands Combined Authority
Anita Hallbrook	West Midlands Combined Authority
Lisa McNally	Sandwell Metropolitan Borough Council
Tatum Matharu	West Midlands Combined Authority
Aqeel Rizvi	West Midlands Combined Authority
Justin Varney	Birmingham City Council

Item Title No.

53. Apologies for Absence

Apologies for absence were received from Councillor Craddock, Councillor Hamilton, Councillor Jaspal, Mark Axcell and Pete Wilson.

54. Notification of Substitutes

Andrea Simmonds (West Midlands Fire Service) was nominated as a substitute for Pete Wilson.

55. Chair's Remarks

(i) Roy Wilcox

The Chair reported on the sad news that Roy Wilcox, Thrive at Work Programme Engagement Officer, had recently passed away following a short illness. Roy would be remembered by colleagues and missed by all the team.

(ii) Councillor Paulette Hamilton

The Chair reported that the board had lost its Vice-Chair, Councillor Hamilton, who won the parliamentary by election for Erdington last week. She congratulated Paulette on her achievement and for being the first black MP for Birmingham. The Chair and members reflected on Councillor Hamilton's work in support of wellbeing and in particular with regards to mental health.

(iii) Meetings at Summer Lane

The Chair reported that she would like to hold the next meeting in-person following the lifting of Covid restrictions and sought the views of the board on this matter. The board supported hybrid meetings that would allow people to join the meeting virtually if they were unable attend.

56. Minutes of the last meeting

The minutes of the meeting held on 18 January 2022 were agreed as a correct record.

57. Revisiting Health of the Region Report - Draft Report

The board considered a report from the Strategic Lead for Thrive and Inequalities that sought a review and approval of the 'Revisiting the Health of the Region' (HOTR) draft report prior to its publication and launch of the Health of the Region Data Hub.

The Head of Wellbeing and Prevention, Mubasshir Ajaz, introduced the report that was an interim report on the Health of the Region following the publication of the previous report in November 2020. He advised that it is proposed to move to a three-year cycle for the main report and an interim report at 18 months, with the next main report due in November 2023.

The Strategic Lead for Thrive and Inequalities, Tatum Matharu presented the draft report and asked colleagues to provide any comments from current date up to 19 March before its launch on 26 April. Tatum also provided a demonstration of the GIS Data Hub which captured multiple data sets and the cumulative effects of inequalities.

Dr Justin Varney (DPH Birmingham) expressed concern that the WMCA was replicating information already produced by local authorities and asked that proper engagement be undertaken with Directors of Public Health. In relation to the structure of the report, he considered this should indicate what has happened at the WMCA level but should also celebrate what has been achieved collectively working together across the WMCA. He added that the GIS Data Hub also required a narrative around the numbers to provide the context for the data.

The Head of Wellbeing and Prevention thanked Dr Varney for his useful comments and advised that the GIS Data Hub was an internal tool for use for the WMCA that would be utilised with regards to its fairer, greener and healthier strategy for the region. He reported the draft HOTR report would be submitted formally to Directors of Public Health and the report would not be published until there was an agreed version.

The Chair encouraged everyone to submit their comments on the draft report to Mubasshir and Tatum.

Resolved:

1. The draft 'Revising the Health of the Region' report be noted and
2. Comments be submitted on the draft report prior to its completion and publication.

58. Wellbeing Annual Performance and Forward Planning

The board considered a report of the Head of Wellbeing and Prevention that provided an update against progress to date against the 2021/22 High Level Deliverables. This included a separate update report on the Thrive at Work programme.

The Head of Wellbeing and Prevention, Mubasshir Ajaz, provided an update on the status for each of the deliverables. The board also received more detailed updates from the Strategic Lead for Wellbeing and Prevention, Simon Hall on developing and sustaining a physical activity programme with regional partners and from the Head of Mental Health Partnerships, Jed Francique, who provided an update on the Thrive at Work programme.

In relation to the physical activity programme Justin Varney (DPH Birmingham) and Lisa McNally (DPH Sandwell) considered the board should look to build on the legacy of the Birmingham Commonwealth Games and to share learning and successes.

Councillor Caan noted a deliverable (WM05) had an aim of making the West Midlands an exemplar region for getting more disabled people active and asked for this to be an agenda item at a future meeting to enable the board to learn more and accelerate this work.

In relation to the Thrive at Work Programme that is to be reviewed and refreshed prior to its extension, Justin Varney reported on the need to understand the low take-up levels for the programme by businesses and suggested the Chambers of Commerce be contacted for their insight. He also considered that it would be timely to reboot 'Every Mind Matters' and link this to the Commonwealth Games and the physical activity programme.

Jed Francique advised that he would seek the views of businesses and other stakeholders on Thrive to meet their needs and as part of the refresh would look to make the product meaningful and easy to use.

Sean Russell concurred with the need to undertake a quick needs assessment with businesses / stakeholders and to sign post them to areas of interest.

Resolved:

1. Progress against the 2021/22 High Level Deliverables to date be noted;
2. More detailed reports on the areas of activity identified be considered at future meetings and
3. The update on the Thrive at Work Programme be noted.

59. Levelling Up the United Kingdom. The Levelling Up White Paper, Health and Wellbeing Opportunities

The board considered a paper from the Health and Wellbeing Programme Manager from the WMCA and Office for Health and Disparities that presented the opportunities within the Levelling Up White Paper for the WMCA, WMCA health and wellbeing priorities and the Wellbeing Board.

The Head of Wellbeing and Prevention, Mubasshir Ajaz and the Health and Wellbeing Programme Manager, Stacey Gunther provided an overview of levelling up, outlined the six 'capitals' that will drive levelling up, the twelve focus areas and missions of the four objectives.

The Director of Inclusive Growth and Public Reform, Ed Cox, reported on the work the WMCA is undertaking with regards to levelling up and in particular with regards to health and wellbeing. This included working on the trailblazer devolution deal for health, exploring opportunities created by the Smart City Region and the West Midlands Levelling Up workshop to be held later in the month.

Ed Cox reported on the need for the WMCA to be ambitious and for colleagues to consider what is feasible by way of a devolution deal and put forward their ideas that could feed into the negotiations with government and before the WMCA Board meeting on 10 June. It was noted that the WMCA would not be seeking to take on more powers for health but wanted local authorities, NHS and ICS partners to advocate what they need from a devolution deal.

The board was asked to consider what Government needs to do differently and to put forward specific suggestions or creative ideas that could be tested by the WMCA as part of the trailblazer pilot.

The board discussed the need to influence government to unlock green spaces for physical activity, provide flexibility on legislation with regards to housing and planning policy and the need to access data from other agencies in order to work together.

The Chair asked colleagues to put their ideas forward to Ed, Mubasshir and Stacey and to highlight to the team any other stakeholders that should be involved.

Resolved:

1. The contents of the report be noted and
2. That Board members consider opportunities within the Levelling Up White Paper for the WMCA, WMCA health and wellbeing priorities and Wellbeing Board and inform WMCA colleagues accordingly.

60. Forward Plan

The Head of Wellbeing and Prevention reported that opportunities for mental health and physical activity with regard to the Birmingham Commonwealth Games would be considered at the next meeting.

The meeting ended at 11.45 am.

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West Midlands
Combined Authority

Environment & Energy Board

Wednesday 9 March 2022 at 10.00 am

Minutes

Present

Councillor Ian Courts (Chair)

Councillor Ahmad Bostan

Councillor Oliver Butler

Councillor Steve Evans

Councillor Andy Mackiewicz

Matthew Rhodes

Portfolio Lead for Environment, Energy & HS2

Sandwell Metropolitan Borough Council

Walsall Metropolitan Borough Council

City of Wolverhampton Council

Solihull Metropolitan Borough Council

Energy Capital

In Attendance

Mairi Clarkson

Ed Cox

Jim Davies

Angela Eason

Councillor Peter Fowler

Neil Griffiths

Cheryl Hiles

Jacqueline Homan

Katie Jepson

Rachel Jones

Paul McGrath

Richard Rees

Aqeel Rizvi

Simon Ross

George Simms

Councillor Laura Taylor-Childs

West Midlands Combined Authority

West Midlands Combined Authority

Environment Agency

Act On Energy

Birmingham City Council

West Midlands Fire Service

Energy Capital

West Midlands Combined Authority

West Midlands Combined Authority

Act On Energy

Solihull Metropolitan Borough Council

West Midlands Combined Authority

West Midlands Combined Authority

Marches Energy Agency

West Midlands Combined Authority

Dudley Metropolitan Borough Council

Item Title

No.

26. Welcome and Introductions

The Chair welcomed attendees to the hybrid meeting and thanked attendees for either attending in person at Summer Lane or virtually.

The Chair noted a petition and public letter received to the board that was forwarded to the WMCA for noting.

27. Apologies for Absence

Apologies were received from Councillor Simon Phipps and Councillor Waseem Zaffar.

28. Notice of Substitutes

Councillor Laura Taylor-Childs for Councillor Simon Phipps.

29. Minutes - 1 December 2021

The minutes of the meeting held on the 1 December 2021 were agreed as a correct record.

30. Behaviour Change - Retrofit, Right Tree Right Place and CWG Food

The Environment Behaviour Change Project Officer provided a presentation to update the board on delivery of the Behaviour Change Programme and future work.

The Behavioural Insights Team (BIT) was commissioned in May 2021 to create a strategy and plan for how the WMCA influence people's behaviour to achieve net zero by 2041. Within the research, BIT used different framings within environment communications to understand what messaging resonated the most with the public and recommended environmental communications should be kept simple wherever possible and to align messaging on climate change with co-benefits of promoting behaviour changes such as improving health. In addition, BIT surveyed almost 2,000 people across the region to understand the most effective messaging for communications and found the most popular strapline of 'West Midlands Greener Together' emerged with branding guidelines and logos now developed and in use for communications by the Energy and Environment teams at the WMCA. The Environment Behaviour Change Project Officer noted however that communications alone would have a limited impact on scaled and sustained behaviour changes and would be most effective in tandem with behaviour change initiatives BIT had identified on three areas of focus for an implementation plan on the natural environment, sustainable food and home retrofit.

The Environment Behaviour Change Project Officer outlined from the presentation an update from the three focus areas of the campaign work for natural environment, sustainable food and home retrofit, noting key highlights to date and future work plans for each.

The Environment Behaviour Change Project Officer noted from the presentation there would also be citizen engagement, which would consist of a Net Zero Panel to allow the public to co-design and co-produce elements of the developing Environment team and Energy Capital work and a West Midlands Greener Together Forum to create a space for environmental non-governmental organisations, community groups, the public and others from across the region to discuss the route to net zero and inspire collaboration.

Furthermore, as part of creating a legacy from the Commonwealth Games, the WMCA was in partnership with the Commonwealth Games Organising Committee's Sustainability team in creating carbon literacy training for volunteers, citizens and businesses within the region to enable people to understand and confidently communicate the climate emergency and identification of actions, as well as the WMCA having successfully applied on to the Local Climate Engagement Programme to support local authorities and partnerships to plan, commission and deliver high quality public engagement with climate decision-making to benefit both the WMCA and the local population.

The Chair remarked on the recent positive climate emergency ratings and rankings of the WMCA and local authorities in the region and thanked officers for their work that reflected a plan for action represented from positive behaviour changes.

The Chair noted his observations from the report and firstly commented on the 'Right Tree Right Place' within the Natural Environment Plan to outline the importance and value of tree planting, hedges for biodiversity and risk of gardens not being developed on, loss of trees from people who may see them as a nuisance and collaboration with landowners to identify available land for tree planting. The Chair also noted the importance of sustainable food being local and a skills differentiation between new build and retrofit homes to lobby government through the Sustainable Funding Programme.

In response to a question from Matthew Rhodes who enquired if there would be a link between the tree programme and circular economic opportunities in the use of tree waste being turned in to biochar to fertilise street trees, the Head of Environment advised Birmingham City Council were undertaking work on this with their tree nurseries but that the WMCA could also investigate as part of the circular economic workstreams.

Resolved:

- (1) The opportunity and resources available for Councillors through 'Involves Local Climate Engagement Programme' on participatory and deliberative public engagement was noted.
- (2) The Commonwealth Games Carbon Literacy training for volunteers, citizens and businesses across the region was noted.
- (3) The consideration of local leaders to engage in future behaviour change campaigns and support the communications activity was noted.

31. Levelling Up White Paper

The Director of Inclusive Growth and Public Service Reform gave a verbal report to outline the Levelling Up White Paper as well as the process established at the WMCA for exploration and the offers and asks to put forward to government in relation to a trailblazer devolution deal offered by government to the WMCA and Greater Manchester Combined Authority to negotiate further deals unlike other areas in England.

The Levelling Up White Paper was published on 2 February 2022. Within the paper, it defined 'levelling up' as:

- Increasing opportunity across the UK, and
- Reducing disparities between and within regions.

The WMCA had identified 20 workstreams to address with government for levelling up, with one of the workstreams being net zero so that energy and environment was incorporated in to all other workstreams in housing, regeneration, planning, health, social capital and social economy.

There had been several informal meetings of the mayor, local authority leaders and other regional stakeholders, as well as initial meetings with government officials and ministerial aides where several principles had been articulated to help guide the trailblazer devolution deal process.

Following these discussions, the Director of Inclusive Growth and Public Service Reform referenced from the report the six devolution asks over the three areas of stimulating the low carbon and smart energy sector, decarbonisation of heat (retrofit) and local area energy planning.

The full extent of the timetable for the trailblazer devolution deal was not known, however the WMCA planned to have a draft proposal by June 2022 for submission to government before summer recess.

The Chair thanked the Director of Inclusive Growth and Public Service Reform and his team for their work on devolution to the region but noted concerns that the report did not reference the transport agenda such as vehicles in reducing emissions and improved transport routing, identification of best practices and products for retrofit use and to be mindful of language used for energy planning for the public to understand and have headings that are meaningful and showcase action for simplification.

Matthew Rhodes extended his thanks to the WMCA in having a framework for engagement but noted concern of the industrial decarbonisation in employment of people within the region for achieving net zero being a challenge and threat to jobs. Matthew noted that resolving the issue of a transition from the current economic base to net zero was most important for retainment in productivity of skilled jobs in the region and was a huge task. Matthew noted positive investment opportunities such as the Gigafactory in Coventry would provide great opportunities for greener technologies for the future, however further opportunities and investment in reconfiguring foundries in the black Country in enabling green fuels, employment of people and production of cleaner products would be required from the WMCA and public sector to support this transition.

Resolved:

- (1) The publication of the Levelling Up White Paper and reflections on its implications for the WMCA area was noted.

- (2) Feedback on the collaborative governance for development of the trailblazer devolution deal was considered.
- (3) The opportunities to maximise environment and energy within the trailblazer devolution deal was considered.

32. Retrofit - SMART Hub and Net Zero Neighbourhood

The SMART Hub Lead for the WMCA provided a presentation to update on progress on the Energy Capital team's SMART Hub (Sustainable Market for Affordable Retrofit Technologies) Programme, which focussed on home retrofit for getting homes in the region to net zero and reducing fuel poverty.

The priorities of the SMART Hub were to increase knowledge and capacity for retrofit in local authorities and social landlords, make the most of available funding and find ways to leverage funding and finance, support supply chain growth and increase demand.

The aim of the SMART Hub programme was to build capacity across local authorities and other partner organisations in the region and to lay the foundations for longer term growth in the market for home retrofit. These aims would be grouped in to three activities of capacity building, demonstrator projects and market development support to establish which the SMART Hub Lead outlined the current and future activities, as well as opportunities in greater detail during the presentation.

The Chair noted from the report he would like to have seen an emphasis on what the solutions were to obstacles and barriers for retrofit homes and raised points on components within the supply chain, standardisation of builds and promotion of systems and practices for officers to note and consider.

Resolved:

- (1) The work of the SMART Hub in supporting retrofit across the WMCA area was noted.

33. Marches Energy Agency and Act on Energy

Rachel Jones (Act on Energy) and Simon Ross (Marches Energy Agency) gave the board their verbal personal experiences in the delivery of retrofit programmes, particularly local authority delivery schemes and an update on the Sustainable Warmth Programme.

Rachel Jones firstly noted the energy price cap coming in April and then October that would cause an increase in fuel and energy bills had initiated an unprecedented demand in contact from families, younger and single people for services to receive advice and support to enable solutions for the short and longer-term alongside interventions already announced by government on council tax support, rebate on energy bills. Rachel Jones noted that 70% of families had enquired about the existing household support fund administered by local authorities. Rachel Jones noted the importance of taking householders on a journey due to the concern in unaffordability of householders to heat their homes to prepare for.

Simon Ross provided an update of the Sustainable Warmth Programme funding held within the Marches Energy Agency to provide customer support and offering a 'hand holding' role for householders across the WMCA area where the funding flowed from the Midlands Energy Hub. The Marches Energy Agency provided a wealth of support to householders in obtaining new technology and heating controls for people's homes and where eligibility was not met, further support offered through other initiatives such as home visits for low-cost measures, billing support, negotiations between householders with energy suppliers and loft and cavity wall insulation. Simon Ross outlined the support to local authorities to help with area-based mapping for the next round of Sustainability Warmth Competition funding from 1 April and providing internal briefing notes and monthly reports to move the programme forward. Simon Ross noted that from a householder perspective was surprised by the vulnerability of householders coming forward into the program and the amount of work needed to effectively hand hold them through the process, as well as during and after the install process due to supply chain stresses and workmanship not being as it was post-install to ensure the technology was usable for householders. Simon Ross noted the importance of local authority representatives to please support us to support your officers who are doing this program to make sure they've got all the support they need internally to unblock blockages.

Rachel Jones and Simon Ross offered meetings with councillors on further information they could provide for supporting their local authority areas and the importance of prioritising the price cap agenda especially with just under £20million of the Sustainable Warmth Fund Programme being received in to the WMCA to ensure it is all spent and to promote for the public who don't have smart meter readings to take a meter reading prior to the 1 April price cap.

The Chair noted the importance of 'hand-holding' as a difference between a job well done and not well done in that people feel looked after in that process where quite often an attitude of fall off can occur.

In response to a question from Councillor Peter Fowler who queried the concern, frustration and fear some members of the public may have to installing smart meters, Rachel Jones noted the importance of householders having a smart meter to accurately record energy use to suppliers whilst householders can monitor and adjust usage accordingly.

In response to a question from the Chair on whether smart meters can tell householders what utility items generate the greatest energy increase, Simon Ross noted by experimenting with different household utility devices to see from the smart meter interface a spiked or slow increase would enable this transparency, however it was unknown if householders were aware to do this with the Chair noting information given to householders to advise would help.

Agreed:

- (1) The Chair noted that not all councils in the West Midlands region were present or represented at the meeting and requested for a letter, e-mail, or press release to be sent to all Constituent and Non-Constituent Authorities to advise of funding available to support residents. The Director of Inclusive Growth and Public Service Reform agreed for the WMCA to work with Rachel Jones and Simon Ross to promote this.

[The meeting ended at 11:57am]

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West Midlands Combined Authority

Transport Delivery Committee

Monday 14 March 2022 at 1.00 pm

Minutes

Present

Councillor Richard Worrall (Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Christopher Burden	City of Wolverhampton Council
Councillor Robert Grinsell	Solihull Metropolitan Borough Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Mohammed Idrees	Birmingham City Council
Councillor Ziaul Islam MBE	Birmingham City Council
Councillor Morriam Jan	Birmingham City Council
Councillor Chaman Lal	Birmingham City Council
Councillor David Stanley	Dudley Metropolitan Borough Council

In Attendance

Sophie Allison	Midland Metro Limited
Pete Bond	Transport for West Midlands
David Harris	Transport for West Midlands
Jon Hayes	Transport for West Midlands
Anne Shaw	Transport for West Midlands
Sandeep Shingadia	Transport for West Midlands
Kate Taylor	West Midlands Combined Authority

Item Title

No.

62. Apologies for absence

Apologies for absence were received from Councillor Kath Hartley (Birmingham City Council), Councillor Samiya Akhter (Sandwell Metropolitan Borough Council), Councillor Alan Taylor (Dudley Metropolitan Borough Council), Councillor Rizwan Jalil (Sandwell Metropolitan Borough Council), Councillor Linda Bigham (Coventry City Council), Councillor Adrian Andrew (Walsall Metropolitan Borough Council) and Councillor Mark Parker (Solihull Metropolitan Borough Council).

63. Chair's Remarks (if any)

Councillor Richard Worrall noted that he would be chairing today's meeting due to apologies from Councillor Kath Hartley due to a family bereavement.

As this was the last meeting of the municipal year the chair thanked all for their attendance and input over the past year.

The committee also received an update on Kevs Cars & Coaches Ltd following a fire which destroyed many buses and their depot. This company provide a subsidised service throughout the West Midlands and currently services to schools were being prioritised and work continued with Transport for West Midlands to get services up and running as quickly as possible.

The committee were also made aware of the reintroduction of the Metro service towards Birmingham Library from February. The chair also highlighted that Ring and Ride passenger numbers were increasing which was positive.

Following information of the possible proposed acquisition of National Express and Stagecoach the committee were informed that an offer was rejected and therefore currently there was no change to operators in the region.

In regard to bus and light rail funding the Government had approved a further package of funding for COVID recovery until October 2022.

64. Minutes - 7 February 2022

The minutes of the meeting held on the 7 February 2022 were agreed as a correct record subject to amendments to minute item 56.

Resolved:

The minutes dated the 10 January 2022 be approved subject to amendments to changes to minute item 54 to reflect comments made by Councillor Mohammed Idrees.

65. Matters Arising

The committee requested that an action log be implemented and shared to ensure previous actions / requests made by the committee were followed up.

It was also highlighted that the Transport Scrutiny Sub-Committee would be received a private briefing on the technical evaluation on the tram fleet following the service suspension on Wednesday 23 March from 12noon and members of this committee would be invited to attend this briefing virtually.

66. Financial Monitoring Report

The committee received a report which set out the financial position as at 31 January 2022, the contents related to the financial position of the WMCA's Transport Delivery Revenue and Capital Budgets.

Resolved:

(1) The year to date position as at the end of January 2022 against the TfWM Revenue Budget shows an overall favourable variance of £4.401m, as detailed in Section A be noted.

(2) The TfWM Capital Programme Expenditure as at the end of January 2022 totals £241.7m, which was £105.3m below budget, as detailed in Section B be noted.

67. Capital Programme Delivery Monitoring Report

The committee received a progress monitoring update report on the approved TfWM led 2021/22 programmes and projects. Key achievements related to Dudley Interchange, Key Route Network, Perry Barr Rail Station and Bus Interchange, University Station, TfWM Asset Renewal Programme and West Midlands Cycle Hire Scheme.

Councillor Timothy Huxtable felt that the report and the appendix related to Perry Barr Rail Station and Bus Interchange had some contradictions as the RAG status was Amber/Red and the trend was worse, yet the report stated good progress had been made. The Director of Strategic Partnerships and Delivery Integration highlighted that good progress was being made against the overall programme but there was some risk on the additional works relating to the platforms. This explained why the RAG rating had changed to enable to completion of works in terms of delivery.

In regard to the West Midlands Cycle Hire Scheme, the committee were informed of the tender progress being made on the sponsorship opportunities. All interested parties are being taken through a procurement process which would take a number of weeks and the committee would be kept updated as appropriate.

Councillor Morriam Jan requested further information on Hamstead Station as she recently started a petition over safety concerns related to a crossing of the station.

Resolved:

- (1) The achievements since the January meeting of the Transport Delivery Committee be noted.
- (2) The progress of deliverables and outturn of the 2021/22 Capital Programme be noted.
- (3) Any variations from the baseline programme where indicated be noted.

68. Metro Operations Monitoring Report

The committee received a report updating them on the operational performance of Midland Metro Limited, operator of West Midlands Metro. Following the last update in November 2021, the Metro services were temporarily suspended for just over four weeks between the 13 November and the 14 December. This was to enable essential repairs to be undertaken on the bogie boxes of the Urbos 3 trams which had experienced cracking.

Although the Metro service had been suspended for a short period Councillor Chris Burden highlighted that it was positive to see that passenger numbers were increasing. He also requested further information on the Metro Ticket Zones consultation exercise which took place to structure options such as flat fares, metro ticket zones and number of stops travelled. The Commercial Director West Midlands Metro highlighted that a separate meeting had been arranged between herself and Councillor Chris Burden to enable the detail of information requested. It was also highlighted that although no changes were being made to the ticket zones a review would be undertaken.

The Chair requested the tram lift at St Chads be looked at due to technical difficulties and it being out of service. Councillor David Stanley also highlighted similar concerns with the Bilston Tram Stop lift.

Resolved:

The contents of the report be noted.

69. Update on University and Perry Barr Transport Interchange Projects

The committee requested they be provided with an update on the progress on University and Perry Barr Interchange projects being taken forward by the West Midlands Rail Programme.

Councillor Timothy Huxtable requested further information on the discussions being undertaken with train operators for additional services during the Commonwealth Games. The programme sponsor for WMRE shared that he would update the committee separately on any arrangements being proposed.

Councillor Chris Burden highlighted the positives of the work being done towards the station in preparation for the games.

Following the comments related to engagement with residents, businesses and communities within the area, the Director of Strategic Partnerships and Delivery Integration shared the communication work to ensure all local residents were informed of any changes and updated as appropriate.

The Chair highlighted the issues with the lift access to the platform which wasn't currently accessible or fit for purpose, The programme sponsor for WMRE sought to provide further information on accessibility.

The committee would also be provided with further details on how the station would be operating in the future following the Commonwealth Games.

Resolved:

The contents of the report be noted.

70. Transport for West Midlands 2022-23 Directorate Plan

The committee received a report of the draft Transport for West Midlands 2022-23 Directorate Plan, informing them of the agreed High – Level Deliverables agreed for the forthcoming financial year.

Resolved:

The contents of the TfWM Directorate plan for 2022-23 be noted.

71. Reimagining Transport on the West Midlands Local Transport Plan – Draft Core Strategy Engagement

The committee received a report updating them on the developments of the new West Midlands Local Transport Plan and in particular the engagement of the new Local Transport Plan Core Strategy.

Councillor Chris Burden highlighted the positives of good engagement with the public but felt that although traffic seem to be the main issue he thought that electric cars was not the solution. The Transport Strategy and Place Manager explained the results of the travel behaviours and the approach needing to be taken forward to enable the West Midlands to be realistic.

The Chair requested that members of the committee looked further at the consultation and provide any feedback as the consultation did not end until April 2022.

Resolved:

(1) The proposed approach and progress on development of the West Midlands Local Transport Plan (LTP) and the publication of the West Midlands LTP Core Strategy for consultation be noted.

(2) The approach for developing the LTP Big Moves and Areas Strategies through to Summer 2022 be noted.

72. Bus Funding Update

The Head of Bus provided the committee with information relating to formal confirmation of a further six months funding for Bus until October 2022 which also included additional funding for the West Midlands for support to the region during the Commonwealth Games.

73. WMCA Board Transport Reports (for information only)

The Director of Integrated Transport Services provided the committee with a brief overview of the WMCA Board transport related reports.

Resolved:

That the transport related reports submitted for information only being considered by the WMCA Board on 18 March 2022 be noted.

74. Report back from Member Engagement Groups

The committee noted the recent developments and meetings of the six Member Engagement Groups.

Resolved:

The update in relation to recent meetings of the committee's Member Engagement Groups be noted.

- 75. Date of Next Meeting**
To be confirmed

The meeting ended at 3.25pm



West Midlands
Combined Authority

Investment Board

Monday 21 March 2022 at 11.00 am

Minutes

Present

Councillor Mike Bird	Walsall Metropolitan Borough Council
Councillor Tristan Chatfield	Birmingham City Council
Councillor Steve Clark	Dudley Metropolitan Borough Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Councillor Tony Jefferson	Non-Constituent Authorities
Councillor Stephen Simkins	City of Wolverhampton Council

In attendance via MS Teams

Councillor Bob Sleigh OBE (Chair)	Portfolio Lead for Finance and Investments
Councillor Maria Crompton	Sandwell Metropolitan Borough Council
Paul Brown	Black Country LEP

Item No. Title

118. Chair's Remarks

The Chair reported that as he was unable to attend the meeting in person today, he had asked Councillor Grinsell to chair the meeting. The board supported this arrangement.

Councillor Grinsell in the chair

119. Apologies for Absence

Apologies for absence were received from Councillor O' Boyle (Coventry), Nick Abell, Gary Taylor and Sue Summers.

120. Minutes - 14 February 2022

The minutes of the meeting held on 14 February 2022 were agreed as a true record.

121. Metro - Depot Expansion Business Case for CRSTS

The board considered a report of the Executive Director, Transport for the West Midlands that presented the Full Business Case for the West Midlands Metro depot expansion. The scheme is one of the named schemes in the WMCA City Region Sustainable Transport Settlement (CRSTS) application.

It was noted that due to the urgency of the funding requirement and the timing of the WMCA Board meeting in March and it not meeting again until it's AGM in June, the WMCA Board had approved the Full Business Case at its meeting on 18 March prior to consideration by the Investment Board. The Business Case was approved subject to endorsement by the Investment Board to confirm that the assurance obligations of the investment application was met and that there were no material matters arising. If the Investment Board considered matters required further approval by WMCA Board then this was to be represented to the WMCA Board in June as appropriate.

The Metro Projects Director, Michael Anderson outlined the report and advised that 20% contingency had been added to the cost figures for the project due to inflationary cost pressures.

The board noted the recent and ongoing problems with the Metro tram vehicles and expressed concern regarding the reputational damage to the WMCA and the region. Councillor Bird reported of the need for the WMCA Board to discuss the matter in private and to agree a strategy moving forward to resolve the issues. Board members agreed with this proposal.

Resolved:

1. The requirement for the Depot investment to enable expansion of the West Midlands Metro network and the Full Business Case for the project be noted;
2. The Final Business Case as presented to the WMCA Board be endorsed and
3. The WMCA Board approved the Full Business Case and budget presented for the project at its meeting on 18 March be noted.

122. Metro Power Supply Business Case for CRSTS

The board considered a report of the Managing Director, Transport for the West Midlands, that presented the Full Business Case for the West Midlands Metro Line 1 power supply upgrade scheme. The scheme is one of the named schemes in the WMCA City Region Sustainable Transport Settlement (CRSTS) application.

It was noted that a power upgrade was needed to ensure there was sufficient power for the Metro extensions to Edgbaston and Wolverhampton and for future extensions.

Similar to the previous report, the Metro Projects Director, Michael Anderson reported that Investment Board were required to review the assurance obligations for the investment and endorse the Final Business Case that the WMCA Board had approved at its meeting on 18 March 2022.

It was noted that due to the urgency of the funding requirement and the timing of the WMCA Board meeting in March and it not meeting again until its AGM in June, the WMCA Board had approved the Full Business Case at its meeting on 18 March prior to consideration by the Investment Board. The Business Case was approved subject to endorsement by the Investment Board to confirm that the assurance obligations of the investment application was met and that there were no material matters arising. If the Investment Board considered matters required further approval by WMCA Board then this was to be represented to the WMCA Board in June as appropriate

Resolved:

1. The requirement for the Line 1 power supply investment to enable the expansion of the West Midlands Metro network be noted;
2. The Final Business Case as presented to the WMCA Board be endorsed and
3. The WMCA Board approved the Full Business Case and budget for the project at its meeting on 18 March be noted.

123. Investment Programme Update and Dashboard

The board considered a report of the Director of Investment and Commercial Activities on the status of the Investment Programme to help set the context of any investment decisions being made by the board.

Ian Martin, Director of Investment and Commercial Activities, provided an update on the Investment Programme and the Investment Programme Dashboard.

It was noted that approved grant funding awarded and administered by the WMCA programmes within the Regional Investment Programme totals £858.5m as at 28 February 2022 and that funding actually drawn/incurred against these funding commitments as at 31 January 2022 totals £406m.

Resolved:

1. Approval by the WMCA Board under delegated authority by WMCA Officers of the business case submissions disclosed in section 3 of the report be noted;
2. The WMCA Investment Programme funding status and current affordable limit, as outlined in section 4 of the report be noted;
3. The status of the City Region Sustainable Transport Settlement ('CRSTS') as outlined in section 4 of the report be noted;

4. The Regional Investment Programme delivery update detailed within this report and appendices (including the project-level summary within the WMCA Investment Programme Dashboard in Appendix 4) be noted and

5. The WMCA Board approved at its meeting on 18 March 2022, the recommendation to extend the role and remit of the WMCA Investment Board to cover all WMCA transport projects (including the CRSTS programme) allowing investment decisions to be made for values between £5m and £20m in line with the Single Assurance Framework; as detailed in section 4 of the report be noted.

124. WMCA Collective Investment Fund (CIF) - Dashboard

The board considered a report of the Collective Investment Fund dashboard (public iteration) as at 1 March 2022.

Resolved: That the report be noted.

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

The board considered a report on the Brownfield Land and Property Development Fund (public iteration) as at 1 March 2022.

Resolved: That the report be noted.

126. WMCA Revolving Investment Fund (RIF) - Dashboard

The board considered a report of the Revolving Investment Fund Dashboard (public iteration) as at 1 March 2022.

Resolved: That the report be noted.

127. Exclusion of the Public and Press

Resolved:

That in accordance with Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

128. Halesfield Extension

The board considered a report from West Midlands Development Capital seeking approval to extend and increase the original CIF loan to the amount specified in the report. The introduction of some investment covenants and monitoring would allow the developer to roll their equity into another scheme. The loan was fully secured by the two remaining income producing units.

Resolved: That the increase and extension of the original CIF loan for the amount specified in the report, secured by two remaining income producing units to allow the company to roll their equity into the next scheme be approved.

129. E3 Hub, Erdington Baths

The board considered a report from the Director of Housing and Regeneration that sought grant investment from the WMCA's Brownfield Housing Fund to support the redevelopment of Erdington Baths, a significant regeneration project in Birmingham. The project would provide 1,174m² of commercial floorspace that was needed for SMEs and deliver a total of 149 FTE jobs.

It was noted that the project had gone through the key decision making and appraisal stages of the WMCA's Single Commissioning Framework and Birmingham City Council is fully supportive of the application; BCC are leading on an application for the Levelling Up Fund, expected in Spring 2022.

WMCA grant funding would be provided on the basis of the 'funder last resort'; funding would not be provided if the Levelling Up bid was unsuccessful.

Resolved:

1. That WMCA grant investment from the Brownfield Housing Fund up to the amount specified in the report, to support the redevelopment of Erdington Baths, an exemplar regeneration project in Birmingham that will unlock 1,172m² of commercial floorspace and a total of 149 FTE jobs (80 operational, 69 construction) be approved;
2. The project has gone through the decision making and appraisal stages of the WMCA's Single Commissioning Framework in its journey to Investment Board and is fully compliant with the requirements set by Government for the Brownfield Housing Fund administered by the WMCA be noted;
3. The investment being recommended for approval represents an absolute maximum and it is expected this figure will be reduced significantly after the next round of the Levelling Up funding is made available (the current allocation represents a maximum scenario for SCF grant funding) be noted;
4. Birmingham City Council is fully supportive of this application and are a leading an upcoming application, expected in Spring 2022 on this project for Levelling Up funding to enable the full delivery of the redevelopment proposals be noted;
5. The grant funding ask from the WMCA is on the basis of 'funder of last resort' based on all third party grant funding avenues being exhausted and in order for the scheme to progress to full delivery the applicant will have to secure significant further public sector grant funding through the next round of the Levelling Up which is expected to take place in Spring 2022 be noted;
6. That if no Levelling Up monies or suitable alternative grant funding sources are made available to enable the redevelopment by the end of 2023, all WMCA grant funding will be withdrawn be noted;

7. This approval should be seen in the context that the WMCA continues to exceed all the targets and milestones set for its devolved housing and land funds including the £100m Land Fund, £24m National Competitive Fund and the £84m Brownfield Housing Fund be noted and;

8. This approval should be seen in the context that the WMCA is currently in negotiations with Government on broader funding support to complement the existing devolved housing and land funds, so we are better able to support homes, jobs, commercial floorspace and the wider regeneration proposals such as this be noted.

130. Globe House

The board considered a report of the Director of Housing and Regeneration seeking approval of grant funding from the Brownfield Housing Fund to enable the regeneration of a strategic brownfield site in Walsall Town Centre delivering 35 new homes, 20% of which are affordable.

In response to a comment from Councillor Sleigh regarding the cost per unit being higher than usual, the Director of Housing & Regeneration confirmed that whilst the rate was higher than the average intervention rate, the rate has gone on up on occasions where the project is driving regeneration as in this instance. He added that the WMCA is set strict housing targets by Government and can spend more on some units than others as long as balance is achieved across the board; each proposal would be judged on its own merits.

Resolved:

1. A WMCA grant up to the amount specified within the report, to support a strategic regeneration site in Walsall Town Centre delivering 35 new homes, 20% of which are affordable be approved;

2. The project has gone through the decision-making and appraisal stages of the WMCA Single Commissioning Framework in its journey to Investment Board and is fully compliant with the requirements set by Government for the Brownfield Housing Fund administered by the WMCA be noted;

3. Walsall Metropolitan Borough Council, as the local planning authority is fully supportive of this application which supports the regeneration of the town centre be noted and

4. The WMCA continues to outperform against all the targets and milestones set for the devolved housing and land funds including £100m Land Fund, £24m National Competitive Fund and £84m be noted.

131. Housing & Regeneration Fund Dashboards

The board considered a report setting out the dashboards for the Brownfield Housing Fund, National Competitive Fund and Land Fund.

The Director of Housing & Regeneration reported that an updated version of the dashboard would be presented to each meeting.

Councillor Sleigh welcomed the dashboards and asked that more commentary be included in the report and there is consistency between this report and the report submitted to Housing and Land Delivery Board going forward.

Councillor Simkins reported that it would be helpful to include the status of projects in the report such as construction started, units completed, on schedule, delayed etc.

Councillor Grinsell commented that it would be helpful to have a brief comment on scheme progress or any issues.

The Director of Housing & Regeneration undertook to look at including the additional information requested for future reports.

Resolved: That the report be noted.

132. WMCA Collective Investment Fund (CIF) - Dashboard

The board considered a report setting out the dashboard for the Collective Investment Fund (private iteration).

Nick Oakley noted that two approved schemes will no longer proceed. For one, the land had been sold to another party and the second was considering the future given build cost escalation.

Resolved: That the report be noted.

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

The board considered a report setting out the dashboard for Land and Property Development Fund (private iteration).

Resolved: That the report be noted.

134. WMCA Revolving Investment Fund (RIF) - Dashboard

The board considered a report setting out the dashboard for the Revolving Investment Fund (private iteration).

Resolved: That the report be noted.

135. Land and Property Investment Fund (LPIF)

The board considered a report setting out the dashboard for the Black Country Land and Property Investment Fund.

Resolved: That the report be noted.

136. Date of next meeting: 25 April at 11.00am

The meeting ended at 12.30 pm.

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Audit, Risk & Assurance Committee

Tuesday 12 April 2022 at 10.00 am

Minutes

Present

Councillor Ram Lakha OBE (Vice-Chair)	Coventry City Council
Councillor Dave Borley	Dudley Metropolitan Council
Councillor Alan Butt	City of Wolverhampton Council
Councillor Charn Padda	Sandwell Metropolitan Borough Council
Councillor Carl Rice	Birmingham City Council
Kate Shaw	Greater Birmingham & Solihull Local Enterprise Partnership

Participating via Teams

Mark Smith	Independent Chair
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Item No.

45. Inquorate meeting

The meeting was inquorate and therefore the recommendations contained within the minutes would be submitted to the WMCA Board on 10 June 2022 for formal approval and adoption.

46. Chair's Remarks

The Chair reported that as he was unable to attend the meeting in person today, he had asked the Vice-Chair, Councillor Lakha, to chair the meeting. The committee supported this arrangement.

Councillor Lakha in the chair

47. Apologies for Absence

Apologies for absence were received from Councillor Bardsley (Shropshire) and Councillor Meeson (Solihull).

48. Minutes - 18 January 2022

The minutes of the meeting held on 18 January 2022 were approved as a correct record.

49. Matters Arising

Minute no.40, Appointment of External Auditors

Mark Smith reported that all 7 Constituent Members of the WMCA had opted into the Public Sectors Auditor Appointments national scheme for external auditor appointments and the tender process was now underway.

50. Equity & Inclusion Scheme 2022-24

The committee considered a report of the Director of Inclusive Growth and Public Service Reform that provided an update on the development and publication of the Equity and Inclusion Scheme 2022-24.

The Equalities and Diversity Manager, Anna Sirmoglou provided a brief overview of the Equity and Inclusion Scheme, a statutory document that sets out the WMCA's vision, ambitions and proposed objectives for promoting equality, diversity and inclusion over the next three years. The Equalities and Diversity Manager highlighted past successes and how the WMCA was seeking to address inequalities. It was noted that the document was published on the WMCA's website.

Resolved: The update on the development and publication of the Equity and Inclusion Scheme 2022-24 be noted.

51. Delivery of the Annual Business Plan

The committee considered a report of the Finance Director that provided the background to the development of the Annual Business Plan, an overview of the content, how it is used, monitored and measured including supporting the move towards data-driven, evidence based decision-making.

The Head of Business Planning and Performance Reporting, Fiona Bebbington outlined the report and advised that this year's plan was the first Annual Business Plan to be derived from the corporate aims and objectives. An internal document, the plan would be informed by a dynamic business planning process whereby regular conversations involving Finance, HR Business Partners, led by the Business Planning Specialist and Workforce Management Lead would review and consider performance and resources to ensure the right resources are in place.

In relation to an enquiry from Councillor Padda as to whether the organisation has enough people resources to deliver the Annual Business Plan, Fiona Bebbington confirmed that the organisation did have enough resources and that the resources of every team had been considered. She added that the WMCA was looking at the skills/talent of staff as part of a dynamic process to create more flexibility and an agile workforce.

Mark Smith reported that he was impressed with the dynamic reporting but noted there were currently 42 vacancies across the organisation and enquired whether this was a high or low number.

Councillor Lakha commented that the use of contractors/interim staff was costing the Authority more money and considered the need to recruit more permanent staff to ensure continuity.

Fiona Bebbington reported that she would speak to the Head of HR to ascertain more information regarding the 42 vacant roles including the context of how long the positions have remained vacant.

Mark Smith also asked that information be provided on the number of people employed on temporary contracts.

Resolved:

1. The report be noted and
2. The dynamic business planning process supports regular conversations across the Combined Authority on resources required to deliver and enable a more flexible approach when new funding sources become available be noted.

52. WMCA Strategic Risk Update

The committee considered a report of the Finance Director that provided an update on the status of the Strategic Risk Register as presented at Appendix 1 to support the committee in its function to monitor the operation of risk management at the WMCA.

The Risk Manager, Peter Astrella, provided an overview of the highest rated risks, risks identified by the WMCA's Strategic Leadership Team and issues on the Issue Log. It was noted that the conflict in Ukraine had been added to the Risk Register but there was no direct risk for the organisation.

In relation to the proposed removal of the risk, 'reputational risk for the Adult Education Budget' from the Strategic Risk Register, the de-escalation to the Directorate Risk Register, Mark Smith reported that Internal Audit had raised the issue as part of a whistleblowing case, and he wanted to be assured that the decision to remove the risk from the Strategic Risk Register was the right thing to do.

The Risk Manager undertook to look into the matter and provide feedback at the next meeting.

Resolved:

1. The risks contained within the Strategic Risk Register be noted;
2. The key messages regarding changes planned for the Strategic Risk Register be noted and
3. The two risks highlighted in section 2.10 of the report be de-escalated to the Directorate Risk Registers, subject to the Risk Manager confirming this is appropriate with regards to the Adult Education Budget risk be noted.

53. Single Assurance Framework -Assurance Performance Report October to March 2022

The committee considered a report of the Head of Programme Assurance and Appraisal that provided an update on programme assurance and appraisal activity from October 2021 to March 2022.

The Head of Programme Assurance and Appraisal, Joti Sharma, presented the report, reporting on trends and themes identified during the period along with progress on implementing the Single Assurance Framework and the outcome of Business Case Assurance Reviews.

Resolved: That the contents of the report be noted.

54. Internal Audit Annual Report

The committee considered a report of the interim Director of Law and Governance that summarised the work completed by Internal Audit during 2021-22. The report also provided an annual audit opinion based on the work undertaken during the year, the implementation by management of the recommendations made and the assurance made available to the Combined Authority by other providers as well as directly by Internal Audit.

Peter Farrow, Internal Audit introduced the report and informed the committee that all recommendations have been accepted and that a substantial or satisfactory level of assurance has been issued for 15 pieces of audit work completed in 2021-22 and one limited level of assurance issued.

In relation to the two recent audit reviews undertaken (audit reports appended to the main report), he advised that an audit of the Key Financial Systems had been given an overall opinion of substantial, whilst the Longbridge Park and Ride Income Management and Charging Arrangements had been awarded a limited level of assurance.

Sandra Kaylan, Internal Audit. summarised the findings of the audit reviews of the Key Financial Systems and the Longbridge Park and Ride Income Management and Charging Arrangements.

In relation to the audit of Longbridge Park and Ride that identified one red and amber issue, the red issue relating to no evidence of a contract in place, the interim Legal Services Manager, Jayne Middleton reported that this was a historical contract and measures have been put in place to stop this happening again.

Councillor Lakha enquired as to the process for ensuring car park monies are secured noting that local authorities have experienced issues with ticket machine break-ins.

Mark Smith noted that most audit actions arising from previous recommendations had been followed-up with the exception of those relating to GDPR and reported that he would like to see progress on these actions.

The Internal Audit Liaison Officer, Loraine Quibell advised that she would follow-up the actions arising from the GDPR audit noting that one action is related to the re-accreditation of cyber essentials (an update is included as part of the private agenda).

Resolved: The contents of the Internal Audit Annual Report 2021-22 be noted.

55. 2022/23 Internal Audit Plan

The committee considered a report of the interim Director of Law and Governance, which provided the WMCA with a risk-based internal audit plan, incorporating a strategic statement for internal audit, and based upon an assessment of assurance needs.

Peter Farrow, Internal Audit, presented the report and reported that the draft Internal Audit Plan submitted to the committee in January now included an indicative timetable on reporting dates to future meetings. He advised that dates might be subject to change, but any changes would be reported to the committee.

Resolved: It be recommended to the WMCA Board that:

The Internal Audit Plan for 2022-23 be approved.

56. Annual Auditor's Report on West Midlands Combined Authority 2020/21

The committee considered a report of the Finance Director and Section 151 Officer that presented the West Midlands Combined Authority Auditor's Annual Report for the year ended 31 March 2021 which summarised the key findings arising from the work carried out by the external audit team at Grant Thornton.

Helen Lillington and Grant Patterson, Grant Thornton presented the report and outlined the key findings. Grant Patterson reported that the report was very positive overall, and no significant risks had been identified.

It was noted that Grant Thornton proposed two improvement recommendations; one related to more explicit reporting how financial decisions impact on the performance of the Authority and other recommended that assurances be sought from members of Audit, Risk and Assurance Committee that they will attend or send a substitute (when decisions are to be taken) to ensure the meeting will be quorate.

Councillor Lakha considered the need for committee members to be incentivised to attend meetings noting that members had competing priorities within their own authority.

Grant Patterson reported that the WMCA was looking at the quoracy issue, but this was complex and statutory changes would be required to change the structure.

Mark Smith noted that the WMCA's Overview and Scrutiny Committee is similarly challenged with regards to quoracy issues and as a constitutional issue this would take time to resolve.

Resolved:

1. That the Auditor's Annual Report on the West Midlands Combined Authority for the year ended 31 March 2021 and
2. The WMCA Board be recommended to approve the publication of the report on the Combined Authority's website.

57. West Midlands Combined Authority External Audit Plan 2020/21

The committee considered a report of the Finance Director and Section 151 Officer that provided an overview of the planned scope and timing of the statutory audit of the West Midlands Combined Authority to be undertaken by the external auditors, Grant Thornton, for the year ending 31 March 2022. The External Audit Plan for the year ending 31 March 2022 and Informing the Audit Risk Assessment for the West Midlands Combined Authority 2021/22 were appended to the report.

Grant Patterson, Grant Thornton, summarised the main themes from the External Audit Plan. This included but was not limited to key matters, group scope and risk assessment, value for money arrangements and audit logistics.

In relation to Midland Metro Limited appointing auditors Williamson & Croft Audit Ltd to replace BDL who had resigned as auditors and Mark Smith's enquiry as whether there were any issues that needed to be followed-up, the Financial Controller, Louise Cowen undertook to look into the matter.

With regards to the revised and extended deadline for local authority audits to be completed by the end of November and the WMCA audit programmed to be completed by the end of September, Mark Smith asked that Grant Thornton provide clarity on the end date as early as possible so that a committee meeting could be scheduled in good time to ensure the meeting is quorate.

Resolved:

1. The External Audit Plan for the year ending 31 March 2022 presented by Grant Thornton be noted and
2. The informing the Audit Risk Assessment report for West Midlands Combined Authority 2021/22 be noted.

58. Draft Annual Governance Statement for 2021/22

The committee considered a report of the interim Director of Law and Governance that provided the draft Annual Governance Statement for approval.

The Annual Governance Statement is a statutory document which explains the processes and procedures in place to enable the WMCA to carry out its functions effectively as defined by CIPFA. Final approval of the 2021/22 Annual Governance Statement would be sought as part of the process of approving the annual accounts of the WMCA in due course.

The interim, Legal Services Manager, Jayne Middleton presented the report and advised the committee that as well as looking back retrospectively over the past year where the WMCA has demonstrated good governance, this year the report looks forward to areas where focus should be given in relation to governance for the coming year.

It was noted that final approval of the 2021/22 Annual Governance Statement would be sought as part of approving the annual accounts of the WMCA in due course and whilst there is a possibility an unknown issue may arise that requires comment or inclusion within the statement, the statement is not expected to change.

Resolved: the draft Annual Governance Statement for inclusion in the 2021/22 annual accounts be agreed.

59. Exclusion of the Public and Press

Resolved:

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

60. Cyber Essentials Update

Mark Smith provided an update on the re-accreditation of the WMCA's cyber essentials and reported that a report on progress would be submitted to the next meeting.

Resolved: That the verbal report be noted.

The meeting ended at 12.10 pm.

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HS2 Regional Enterprise Board

Tuesday 12 April 2022 at 10.00am

Minutes

Present

Councillor Ian Courts (Chair)	Portfolio Lead for Environment, Energy & HS2
Councillor Ian Ward	Birmingham City Council
Andrew Argyle	Chair WMCA HS2 Strategic Supply Chain Panel
Lynda Rawsthorne	Department for Transport
Paul Mountford	Dudley Metropolitan Borough Council
Tremaine Herbert	HS2 Ltd
Julie King	HS2 Ltd
Mark Thurston	HS2 Ltd
Rebecca Young	HS2 Ltd
Mary Morrissey	Solihull Metropolitan Borough Council
Michael Anderson	Transport for West Midlands
Rachael Phillips	Transport for West Midlands
Craig Wakeman	Transport for West Midlands
Jonathan Bretherton	Urban Growth Company
Chris Egan	Warwickshire County Council
Councillor Martin Watson	Warwickshire County Council
Dr Julie Nugent	West Midlands Combined Authority

1. Apologies for Absence

Apologies for absence were received from Councillor Patrick Harley, Ian MacLeod, Anne Shaw, Alan Over and Ed Watson.

2. HS2 Ltd Strategic Programme of Works & Recent/Future Activities (inc. communications)

The board received a presentation from Mark Thurston and Julie King which provided an update on overall activity since the last meeting.

Work was underway at 340 sites across the Phase One route, with contracts let for three of the four station sites with Mace Dragados appointed as the main contractor for Curzon Street who would be taking over the site in the coming months. Tenders had been received for the Interchange contractor with an appointment anticipated in the Summer. Mark Thurston offered board members the opportunity to attend a site visit to see the work being undertaken.

ACTION: HS2-023 Regional Enterprise Board members to contact Craig Wakeman if they were interested in attending a site visit.

Since December 2021 over 5,000 people were working on HS2 in the West Midlands, with 308 apprenticeship starts and 328 previously unemployed individuals securing employment on the project within the West Midlands.

A green corridor was created along the Phase One route with over 770,000 trees planted to date, with over 223,000 trees planted across the West Midlands by LMJV.

A skills academy had been established by BBV, based within South and City College's Bordesley Green Campus. Over 8,000 days of school engagement has taken place across the line of route including 49 STEM workshops with over 2,800 students attending from the West Midlands.

ACTION: HS2-024 Mark Thurston / Julie King to share the presentation with Craig Wakeman for wider circulation after the meeting.

Councillor Courts enquired about the initiative with schools, wondering how school had been approached and the level of engagement with local authorities. Julie King advised the main works contractors would reach out to local schools and invite them to participate in various activities as well as HS2 liaison with local authorities to connect with officers for specific areas. In addition to the data provided within the presentation, BBV had delivered 758 days of engagement with local schools and colleges in the last period.

Julie King was keen to ensure data was shared, if not being done so already on a more frequent basis and how it could be combined to include data from the contractors.

Councillor Watson referred to the 5,000 people working in the West Midlands and asked if that figure were people working in or employed from the West Midlands and Warwickshire. Julie King advised she would need to review the data to see how HS2 could demonstrate where people were employed from.

ACTION: HS2-025 Julie King to review employment data to demonstrate where people were being employed from to answer Councillor Watson's question.

The Chair thanked Mark Thurston and Julie King for their presentation and information shared.

3. HS2 Ltd / WMCA Jobs & Skills Quarterly Update

The board received a presentation from Dr Julie Nugent and Rebecca Young which gave an overview of jobs and skills activity since the last meeting.

A joint statement of intent had been agreed between HS2 Ltd and WMCA, which would provide a framework for collaborative activity around jobs and skills with a focus on ensuring people in the West Midlands had the best access to job opportunities that contractors were providing.

BBV had a strategy to establish further academies across the West Midlands following the success of the Skills Academy based in Bordesley Green and were in conversation with various companies in Solihull, Coventry and Warwickshire and the Black Country.

A total of 828 residents from across the West Midlands were part of the HS2 Ltd workforce as of December 2021, with 328 residents employed who were previously not in work and had been in employment for more than 26 weeks.

WMCA were investing circa £5m over the next three years to support training linked to HS2 construction. A variety of training opportunities were being delivered across the West Midlands with a strong network of providers.

Lynda Rawsthorne referred to the data shared regarding 55% of participants moving into employment following training and wondered if any barriers had been identified. Dr Julie Nugent advised the WMCA had been working with job centres targeting unemployed people and that Covid-19 had an impact over the last two years, as well as transport which could often be a factor for getting out to sites with work being undertaken with transport colleagues to look at a joined approach to alleviate this issue.

4. **HS2 Ltd / WMCA Update on HS2 E&L Activities**

Craig Wakeman had circulated a report ahead of the meeting which was an action from the board meeting held on 11th January 2022. The report outlined work carried out since the launch of the HS2 Growth Strategy, including various initiatives that colleagues from all over the West Midlands were involved in, including a map which had been produced showing a sustainable travel route which used HS2 to bring everything together.

The report also suggested the reformation of the HS2 Environment and Landscape Board and for the board to put forward nominations for a chairperson to help bring together the right people with the knowledge and understanding to progress the work which had been started previously. Mark Thurston suggested someone from within one of the local authorities who had a knowledge of and a passion for the environment could be a suitable candidate.

ACTION: HS2-026 All board members to give thought to potential candidates from within local authorities to take up the role of chairperson for the HS2 Environment and Landscape Board and advise Councillor Courts / Craig Wakeman.

5. **HS2 Ltd Carbon Reduction Proposals**

The board received a presentation from Mark Fenton titled HS2: Destination Net Zero which highlighted carbon reduction being fundamental to HS2's purpose, with HS2 playing a critical part of the net zero carbon transport system delivering zero carbon journeys to hundreds of thousands of passengers daily and would contribute to the decarbonisation of the wider transport sector through modal shift, passenger and freight journeys.

A net zero carbon plan was launched earlier in 2022 which explained work undertaken to date plus planned work for future years ahead on the journey to achieving a net zero carbon business from 2025. Birmingham Curzon Street Station has been forecast to achieve a 55% reduction in carbon emissions.

ACTION: HS2-027 Mark Fenton to share a link to a video showing how HS2 are using low/zero emission alternatives on construction sites.

6. WMCA HS2 Strategic Supply Chain Activities & Proposed Mayoral Supply Chain Summit

Craig Wakeman advised the mayor was planning to hold another Mayoral Supply Chain Summit on 9th June 2022 between 15:00 – 17:00 hours with Mark Thurston and Councillor Courts in attendance. Businesses and stakeholders engaged with the delivery of HS2 will be invited to attend the event. Invitations to be issued in due course.

Craig Wakeman introduced Andrew Argyle to the board who would be taking on the role of Chair of the WMCA HS2 Strategic Supply Chain panel.

Councillor Watson raised the unintended consequences of the supply chain and the impact it had on getting raw materials for highway maintenance and other works and asked how this could be balanced. Craig Wakeman advised that within the report that had been circulated prior to the meeting, five key areas had been identified that required focus once the supply chain group had been established, these included materials, cost and availability.

Councillor Courts suggested this topic be discussed in greater detail at a future meeting and to see how the impact on the supply chain was being tackled.

ACTION: HS2-028 Craig Wakeman to include the WMCA HS2 Strategic Supply Chain to a future agenda for discussion.

7. TfWM Metro Utilities Diversion Update

Michael Anderson provided context on the utilities diversion advising there hadn't been sufficient engagement between HS2 Ltd and TfWM and a letter had been issued to Keith Lomas, HS2 Ltd outlining concerns. Collaboration between the two organisations has seen improvement with monthly meetings being held to review the utilities costs and split between TfWM Metro and HS2 Ltd. It is hoped a resolution can be sought in the coming months.

A shared view had been agreed between the two construction teams that it would be better for HS2 Ltd to deliver the Curzon Street viaduct and for Metro construction to commence afterwards. This would push the completion of delivery for Metro back by between two to two and a half years. An agreement had been made via Alan Over, DfT whereby HS2 Ltd would be funding the delay cost that Metro would be incurring.

8. HS2 Ltd / WMCA Feedback Report on Viaducts

Craig Wakeman advised a report had been produced in collaboration with HS2 Ltd following an action from the last meeting, which noted activities that had been undertaken to date and following further discussions with HS2 Ltd and BBV as the main works contractor, there were still opportunities where consultation with stakeholders needed to take place before any designs were finalised.

It was proposed that further progress on the activities be monitored by the HS2 Operational Board and escalated to the HS2 Regional Enterprise Board once completed or if there were formally agreed matters for escalation. Board members were keen to be involved in conversations on this subject.

9. HS2 Ltd / WMCA Feedback Report on Consents

Craig Wakeman reported the report had been produced following an action from Alan Over, DfT to look at the consents and highlight any specific issues. A meeting had been held whereby it was agreed that regional issues were aligned to national issues around the programme of HS2 and any potential changes, resources and resources availability, in particular within local authorities.

It was proposed that further meeting would take place with local authority partners and HS2 Ltd to see how issues could be addressed and a resolution sought on next steps.

10. Actions from the Last Meeting

The minutes of the meeting held on Tuesday 11th January 2022 were agreed as a correct record.

Action HS2-014 was reported as outstanding, Tremaine Herbert advised a briefing note had been received which she would circulate after the meeting and suggested this be added as an agenda item for discussion later in 2022.

ACTION: HS2-029 Craig Wakeman to add HS2 Biodiversity Action Plan to a future agenda to discuss the no net loss element as raised in action HS2-014.

11. Any Other Business

Councillor Watson highlighted that he was being advised by HS2 Ltd colleagues that the drone footage being taken within Warwickshire could not be shared and wondered if there was an opportunity to be given the footage. Julie King agreed to investigate and report back.

ACTION: HS2-030 Julie King to investigate the release of drone footage to Councillor Watson and colleagues within Warwickshire County Council.

Councillor Courts suggested future meetings be reduced to 1 hour and 30 minutes.

12. Date of Next Meeting
Tuesday 12 July 2022

[The meeting ended at 11.56am]



**West Midlands
Combined Authority**

Investment Board

Monday 25 April 2022 at 11.00 am

Minutes

Present

Councillor Bob Sleigh OBE (Chair)	Portfolio Lead for Finance & Investments
Councillor Tristan Chatfield	Birmingham City Council
Councillor Steve Clark	Dudley Metropolitan Borough Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Sue Summers	West Midlands Development Capital
Gary Taylor	Greater Birmingham & Solihull Local Enterprise Partnership

In Attendance

Councillor Ian Kettle	Dudley Metropolitan Borough Council
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Participating via MS Teams

Nick Abell	Coventry & Warwickshire LEP
Councillor Maria Crompton	Sandwell Metropolitan Borough Council

Item Title No.

137. Apologies for Absence

Apologies for absence were received from Councillors Jefferson, O' Boyle and Simkins.

138. Chair's Remarks

The Chair thanked those members who would not be returning to the board for the new municipal year. The Chair also expressed his thanks and appreciation to Councillor Chatfield who was stepping down as a councillor next month.

139. Minutes - 21 March 2022

The minutes of the meeting held on 21 March 2022 were agreed as a true record.

140. Investment Programme Update and Dashboard

The board considered a report of the Director of Investment and Commercial Activities on the status of the Investment Programme to help set the context of any investment decisions being made by the board.

Ian Martin, Director of Investment and Commercial Activities, provided an update on the Investment Programme and the Investment Programme Dashboard.

It was noted that approved grant funding awarded and administered by the WMCA programmes within the Regional Investment Programme totals £858.5 million as at 31 March 2022 and that WMCA Investment Programme funding actually drawn/incurred by projects against these funding commitments as at 31 March 2022 totals £415.4 million.

In relation to enquiry from Councillor Chatfield regarding the Investment Programme Dashboard and two schemes that were due for completion by 31 March 2022, Birmingham Business Park Southern Access and Walking, Cycling and Green Infrastructure Programme as to whether the change request has been actioned and a further change request is to be submitted, Ian Martin reported that he would look into the matter and report back.

Resolved:

1. The WMCA Investment Programme funding status and current affordable limit as outlined in section 4 of the report be noted;
2. The status of the City Region Sustainable Transport Settlement ('CRSTS) as outlined in section of the 4 of the report be noted and
3. The Regional Investment Programme delivery update detailed within the report and appendices (including the project-level summary within the WMCA Investment Programme dashboard at Appendix 4) be noted.

141. Investment Programme- Cost Escalation Commentary

The board considered a report of the Director of Investment and Commercial Activities following their request for a report that explains how the WMCA addresses potential issues with cost escalation in relation to the Investment Programme projects.

Ian Martin, Director of Investment and Commercial Activities outlined the key areas of the report which included the role of the various parties in monitoring and evaluation, forecasting cost escalation and the methods for dealing with cost escalation/ cost overrun.

Resolved:

1. The arrangements to forecast and address cost escalation issues regarding investment Programme projects be noted;
2. The methods available to meet a project cost overrun be noted and
3. The considerations of any decision-maker when requested to approve a Change Request be noted.

142. Delegation of Investment Board authority for the period 26 April to 20 June 2022

The board considered a report of the interim Director of Law and Governance that sought agreement to delegate its decision-making authority in relation to critical non-political decisions from 26 April 2022 to 20 June which is anticipated to be the first meeting of the Investment Board following the local elections in May.

The Chair outlined the process for delegated decision-making and advised the board that this follows the same approach that was undertaken last year.

Resolved:

The proposed delegation of decision-making authority as outlined in section 3 of the report to the Section 151 Officer, in consultation with the Chair of the Investment Board and on the advice of the Investment and Commercial Activities Director, as appropriate, be approved.

143. WMCA Collective Investment Fund (CIF) - Dashboard

The board considered a report of the Collective Investment Fund dashboard (public iteration) as at 1 April 2022.

Resolved: That the report be noted.

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

The board considered a report of the Brownfield Land and Property Development Fund (public iteration) as at 1 April 2022.

Resolved: That the report be noted.

145. WMCA Revolving Investment Fund (RIF) - Dashboard

The board considered a report of the Revolving Investment Fund Dashboard (public iteration) as at 1 April 2022.

Resolved: That the report be noted.

146. Exclusion of the Public and Press

Resolved;

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

147. Cornerstone Partnership Ltd

The board considered a report from West Midlands Development Capital that sought approval for a loan from the Revolving Investment Fund (RIF) for the sum specified in the report, for a 5 year term.

The loan would enable the provider (a registered social enterprise) of key 'Temporary Accommodation' and 'Move On' accommodation to grow and stabilise business by acquiring more owned real estate to meet increasing demands from WMCA member authorities for urgent temporary/interim housing (at a more cost-effective rate than using overnight hotels) and consequently help address WMCA member council housing waiting lists. The loan was subject to the key terms and conditions outlined in the report.

The Investment and Commercial Activities Director reported that recently approved changes extended the remit of CIF and RIF to allow for investment property to be funded where the environmental credentials of a building are being improved.

It was noted that monitoring of energy efficiency would be undertaken with regards to the improved EPC ratings for the properties.

In relation to concerns expressed that the provider seemed to be focused in one area which could distort the market, Gerald Gannaway (WMDC) reported that whilst the provider was maintaining a contract with Coventry City Council, it was also seeking a contract with Birmingham and was looking to work with other local authorities.

Resolved: That a fully repayable RIF loan up to the sum specified in the report, secured for a 5 year term, to assist with controlling up to 150 homes meeting the most urgent housing needs across the West Midlands, subject to the terms and conditions outlined in the report be approved.

148. WMCA Collective Investment Fund (CIF) - Dashboard

The board considered a report setting out the dashboard for the Collective Investment Fund (private iteration) as at 1 April 2022.

Resolved: That the report be noted.

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

The board considered a report setting out the dashboard for the Brownfield Land and Property Development Fund (private iteration) as at 1 April 2022.

Resolved: That the report be noted.

150. WMCA Revolving Investment Fund (RIF) - Dashboard

The board considered a report setting out the dashboard for the Revolving Investment Fund (private iteration) as at 1 April 2022.

Resolved: That the report be noted.

151. Land and Property Investment Fund (LPIF)

The board considered a report setting out the dashboard for the Black Country Land and Property Investment Fund as at 1 April 2022.

Resolved: That the report be noted.

The meeting ended at 11.40 am.

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**West Midlands
Combined Authority**

Housing & Land Delivery Board

Wednesday 27 April 2022 at 10.00 am

Minutes

Present

Councillor Zahoor Ahmed
Chris Lawes
Dawn Ward

Sandwell Metropolitan Borough Council
Coventry and Warwickshire LEP
Greater Birmingham and Solihull Local
Enterprise Partnership
City of Wolverhampton Council
Environment Agency

Councillor Stephen Simkins
Jim Davies

Participating via Teams

Councillor Mike Bird (Chair)
Councillor Matthew Dormer
Councillor Ian Kettle
Councillor Darren Pemberton
Councillor Kristofer Wilson

Walsall Metropolitan Borough Council
Redditch Borough Council
Dudley Metropolitan Borough Council
Stratford on Avon District Council
Nuneaton and Bedworth Borough
Council

Item Title No.

47. Apologies for Absence

Apologies for absence were received from Councillor Fitzgerald (Cannock Chase District Council), Councillor Gakhal (City of Wolverhampton Council), Councillor Hussain (Birmingham City Council), Sarah Middleton (Black Country LEP), Councillor Overton (Telford & Wrekin Council), Councillor Potter (Shropshire Council), Suzanne Ward (Environment Agency) and Councillor Welsh (Coventry City Council).

48. Nomination of Substitutes

Councillor Simkins (City of Wolverhampton Council) attended the meeting on behalf of Councillor Gakhal and Jim Davies (Environment Agency) attended the meeting on behalf of Suzanne Ward.

49. Minutes - 2 March 2022

Resolved: The minutes of the meeting held on 2 March 2022 be approved as a correct record.

50. Quarterly Report on Housing & Land Portfolio Deliverables and Progress on Housing & Land Annual Business Plan

The board considered a report of the Strategic Planning Manager that provided a regular quarterly update on the progress to date in delivering the High Level Deliverables for the Housing and Land Portfolio and confirmed that considerable progress had been made under each deliverable. In particular, some £153.4m has been made available by Government to the WMCA through the Brownfield Housing Fund announcements, to be deployed through the Single Commissioning Framework.

The Executive Director of Housing, Property and Regeneration, Gareth Bradford briefed the Board on two deliverables around the public land charter and the strategic partnerships. On the first this is due to be launched this month and Gareth committed to share the final version before it went public. On the signing of strategic partnerships and entering into joint ventures good progress was being made. As well as three strategic partnerships already in existence (with St Modwen, Lovell and Urban Splash), a number of national companies have approached the WMCA to express an interest in working in the West Midlands at regional scale with WMCA similar to the other strategic partners i.e. L&G, Keepmoat, M&G, Segro and Aviva. All want to work with WMCA at regional scale, going above and beyond the requirements of the SCF, aligning with the WMCA aims and objectives and committing to major new investment or housing/commercial supply in the region. Currently, these companies are discussing with WMCA their commitments and ambitions for the region and Gareth reminded the Board these were MoUs and thus non-binding statements of intent. It is anticipated that strategic partnership memorandums of understanding (MoUs) will follow this year in due course building on the Housing and Land Delivery Board's track record of signing beneficial strategic partnerships in recent years. Cllr Bird pointed to Urban Splash scheme at Icknield Port Loop and asked to be updated as Portfolio Holder on progress between meetings of the Housing and Land Delivery Board on these important partnerships and endorsed the point made by Cllr Pemberton that the currency of the MoU should not be devalued. Gareth committed to including an update on progress with strategic partnerships at each meeting of the Board.

Councillor Simkins suggested the need to review the Single Commissioning Framework (SCF) so that projects could be delivered quicker for brownfield sites and to ensure that any changes to completion dates were monitored. The Executive Director of Housing, Property & Regeneration confirmed that this information would be provided in the confidential annex to the Quarterly Report in future.

The Executive Director of Housing, Property and Regeneration reported that some schemes require more intervention and need more flexibility than others eg. in relation to intervention rates, outputs, availability of revenue funding, but always in compliance with the SCF. WMCA was working hard to ensure that by blending different funds, and working across the region as a whole, resources could be deployed in the most efficient manner within the conditions laid down by government. He was confident that the SCF has been delivering strongly on its key criteria (e.g. affordable housing, design, etc.) but the property landscape has changed since its inception, particularly in relation to Advanced Manufacturing in Construction and zero carbon. On that basis, he suggested that a targeted review of the SCF around these matters would be beneficial and need not impact on other matters where significant progress is already being achieved. He added that the SCF has been subjected to a review by Internal Audit.

The Chair considered an analysis needs to be undertaken of sites that have stalled, the parties involved and the reasons for the delays so that lessons could be learnt. He asked that the Executive Director of Housing and Regeneration report back to the next meeting on sites that have stalled for 12 months or more.

The board noted and supported the need for more Government money to be secured and flexibility on how funding can be deployed for remediation of brownfield sites to meet housing targets especially in the Black Country due to its industrial heritage. The Director of Housing, Property & Regeneration confirmed that projects can only be funded where they are supported by good business cases so, through the devolution deal, WMCA is asking for additional revenue funding to support this work. In terms of intervention rates, the board supported the approach which took a regional perspective, balancing the need for higher intervention rates in some parts of the region with lower rates elsewhere. Having a regional programme of both large sites (e.g. 500+ homes) and smaller sites helps.

The Executive Director of Housing and Regeneration reported that the WMCA was seeking additional funding and flexibility of funding as part of the devolution deal.

Resolved:

1. The positive progress to achieve the Housing and Land Portfolio's approved Annual Deliverables in 2021/22 and the clear plans in place for progressing the agreed High Level Deliverables work programme during the remainder of 2022 be noted;
2. The key performance highlights set out in section 3 of the report be noted and

3. The positive performance and effective deployment of WMCA's Devolved Housing and Land funds, illustrated by the Single Commissioning Framework Schemes summarised in Annex 1 to this report (many of these schemes are now in delivery phase having progressed through the end to end SCF process which shows the role of the WMCA in unlocking, accelerating and problem solving on 'difficult to deliver' schemes) be noted.

51. Trailblazing Devolution Deal: Discussion Paper

The board considered a report of the Strategic Planning Manager that provided an update on the implications of the Levelling Up White Paper published by Government in February 2022 and informed the board of potential devolution proposals for discussion between the WMCA and the Department for Levelling Up, Housing and Communities (DLUHC) during the Summer of 2022. These potential devolution proposals were being developed with a wide range of stakeholders, across the WMCA, to ensure that all portfolio areas feed into the discussion. In addition to meetings of a 'core team' including Council Leaders and Chief Executives, the Housing & Regeneration team have engaged with the Housing & Land Delivery Steering Group and taskforces, Government and local authorities.

The Strategic Planning Manager, Rob Lamond outlined the report including the proposals (set out in section 4.1) which had been co-developed with the Housing and Land Delivery Steering Group for discussion. He emphasised that the WMCA is not looking to take powers away from local authorities but is seeking to add value by creating greater freedom and flexibilities across local authority areas establishing a regional proposition and thereby delivering a more joined-up approach to delivering additional housing and regeneration in the region.

The board asked that the focus should include securing more affordable housing with powers for the region in line with those in Greater London as well as freedoms and funding for strategic land assembly, support for net zero/future homes standards, town centre regeneration and delivery of the principles in the public land charter, powers relating to the provision of infrastructure (including that provided by utilities providers) and support for addressing the skills gaps in construction and related professions. Dawn Ward highlighted the need to work closely with the West Midlands' colleges group and regional universities on these matters.

The Executive Director of Housing, Property and regeneration explained that the intention was to add value, at a regional scale, to powers that were already held by local authorities. A regional proposition could be brought to a future meeting of the Housing & Land Delivery Board.

The Chair reported on the need for Government to make building on brownfield sites attractive and that the infrastructure needed to bring forward such sites, including utilities and connectivity, needs to be part of devolution proposals.

The Executive Director Housing, Property and Regeneration reported that this could be brought together in a regional brownfield strategy. This could target the key challenges of regeneration of brownfield sites including land remediation, infrastructure provision, utility supplies, site assembly (potentially addressing relocation costs), relationship with skills development, educational establishments, zero carbon (or even negative carbon), retrofit (and avoiding future retrofit needs), improving the investment/development prospects of development sites by making them more attractive, etc. In response to Councillor Simkins' points about protection of the Green Belt, Councillor Bird considered that a brownfield strategy could provide a regional context whereby the development of brownfield sites would be prioritised over development in the Green Belt and would also ensure that brownfield land was facilitated by addressing the key barriers to delivery. Gareth Bradford offered to scope this work and provide updates to a future meeting. In response, to points raised by Councillor Simkins and Ahmed, a brownfield strategy could also include establishing stronger and clearer relationships with transportation (essential infrastructure for key development projects), set out ways in which WMCA could support and help to develop high tech manufacturing skills and suppliers in the region and support health, wellbeing and crime reduction initiatives being put in place by local authorities.

In summing up, the Executive Director of Housing, Property and Regeneration welcomed the steers from the Board and the focus of future work on matters which have a demonstrably regional approach and which support local authorities in their work. He highlighted the following as being key elements (powers and/or funding) shaping discussions on the devolution deal with a wide range of stakeholders:

- securing more affordable housing
- facilitating land acquisition and site assembly
- maximising the regional opportunity for zero carbon and support for manufacturing suppliers
- creating town centre 'zones' (including lobbying around the importance of town centres to the West Midlands)
- securing additional flexibility around revenue funding, in particular, to identify and work up business cases for projects
- delivering a regional approach to public land based on the principles of the Public Land Charter
- greater engagement on the skills agenda across a wide range of educational institutions and skills providers
- delivering utilities provision at a regional scale.

All of these matters could be addressed in a regional brownfield strategy under the Housing and Land Delivery Board which brings together a number of existing initiatives and builds on the existing capacity and track record.

The Chair endorsed this approach.

Further to comments from Councillors Simkins and Ahmed regarding the need for a members group to look at the Devolution Deal, the Chair supported this proposal and asked for a members' working group to be set up.

Resolved:

1. The positive announcements made as part of the Levelling Up White Paper regarding the additional funding for Brownfield Regeneration to be deployed by the WMCA via the Single Commissioning Framework in the West Midlands be noted;
2. The potential for further devolution to the region from national government with the West Midlands and Greater Manchester being the only two areas specifically identified for 'Trailblazer Devolution Deals' in the White Paper be noted;
3. The possible Housing, Regeneration and Land proposals that the board would like to be considered for inclusion in future Trailblazer Devolution as discussed, specifically reflecting the key areas of focus for the Housing and Land Delivery Board including regeneration, public land, affordable housing and town centres be noted and
4. The formation of a 'task and finish' officer sub-group of Housing and Land Delivery Steering Group to inform and develop the proposals be noted.

52. Advanced Manufacturing in Construction (AMC): Enabling Infrastructure for Delivery for AMC in the West Midlands

The board considered a report of the Strategic Planning Manager that provided an update on the regional picture for Advanced Manufacturing in Construction (AMC) which also highlighted the scale of the opportunity for the West Midlands.

The Strategic Planning Manager, Rob Lamond outlined the report that was prepared further to a discussion at the board meeting in March. That meeting had highlighted the board's ambition to attract more suppliers to the region, identify existing suppliers, what WMCA could do to enhance take up and supply and re-energise the AMC and Zero Carbon Homes taskforces. The report set out the priorities of the AMC roadmap agreed by the Board in November 2020, the wider context and proposed next steps for taking forward AMC and Future Homes Standard in an integrated way, establishing the West Midlands as an exemplar in this field.

The Chair reported of the need to make the region attractive for companies to be based in the West Midlands and for the WMCA to communicate its successes such the Urban Splash development at Port Loop. The Executive Director for Housing, Property & Regeneration highlighted the continuing need to attract more AMC businesses to the region and explained that the region is in a good position to do this given greater funding and a strong pipeline of development projects. Further support, sought via the Trailblazer Devolution Deal, would provide further impetus and demanding targets identified in Memorandums of Understanding with strategic partners could also help to drive up the demand for AMC suppliers based in the region.

Councillor Simkins noted the Brownfield Institute in Wolverhampton could assist with regards to AMC in the West Midlands. Suppliers based in the West Midlands would also reduce the carbon footprint of new developments.

The Executive Director of Housing and Regeneration reported that a strategy for AMC could be developed to bring together the region's wider housing, land and regeneration objectives that would be submitted to Government to secure more funding as part of the Trailblazer Devolution Deal. As AMC links with several other strands of WMCA's activities, a compelling AMC strategy and business case would support an investment or funding ask from Government. Further updates on the development of the AMC Strategy would be reported to future meetings.

Resolved:

1. The background regarding the WMCA's work to date with partners to develop the AMC Charter and route map (approved by the Housing and Land Delivery Board in November 2020) be noted and
2. The proposed next steps for work led by WMCA around AMC and the Future Homes Standard in the region, as set out in section 4.2 of the report, to establish the West Midlands as a national leader for this agenda be endorsed.

53. WMCA Housing Deal 2018: Local Plans Progress Update

The board considered a report of the Strategic Delivery Advisor that provided an update on the monitoring of local plans in the region which is a formal requirement in the WMCA's 2018 Housing Deal with Government.

The Strategic Delivery Advisor, Amanda Holland outlined the monitoring process, progress on the housing land supply, progress on local plans and how the WMCA can provide support to local authorities based on the agreed deliverables for the Housing and Land Portfolio.

Councillor Simkins welcomed the report and asked for consideration be given to employment land requirements, to support manufacturing activity and jobs in the West Midlands. He reported of the need to ensure land for housing and employment are aligned and the need for collaboration with Shire Authorities.

The Chair reported of the need to consider a strategy for the re-purposing of commercial floorspace in city and town centres, a strategic overview to help bring forward additional land for development.

Councillor Pemberton reported that Stratford Council is preparing a joint plan [with Warwick District] that is housing led; it would be useful to have more of a focus on employment land across the region. He asked for information on local plans across the region to understand what other local authorities are doing in order to provide an overarching view.

The Chair concurred with the views expressed and the need to have an overview of every local authority across the region.

The Executive Director of Housing, Property and Regeneration reported that a status update on each local plan could be included in the next report and the team could look at employment land and studies commissioned by local authorities. He added that he would link in with the employment and skills portfolio to provide a regional overview of employment land alongside key employment trends for the region.

Chris Lawes (Coventry and Warwickshire LEP) considered it would be helpful to consider employment land losses as part of this work and Dawn Ward asked for the views of the Young Combined Authority to be captured in this work. The Executive Director of Housing, Property and Regeneration suggested that the chair of the Young Combined Authority could be invited to attend a future meeting of the board and stated that the Commercial Property Taskforce would also have views on how the use of property is changing.

Councillors Simkins and Kettle also reported of the need to look at industrial land.

Resolved:

1. The WMCA's responsibilities relating to the monitoring of local plans and required assurance reports to Government, how this relates to the 2018 Housing Deal and Brownfield funding packages, progress towards achievement of the 215,000 new homes target in the Housing Deal and progress towards the delivery of local plans be noted and
2. The types of additional support and advice that could be provided by the WMCA which would be beneficial to local authorities seeking to progress local plans, development delivery and related policy development be noted.

54. WMCA Housing & Land Delivery Board Taskforces: Progress Update

The board considered a report of the Strategic Delivery Advisor that provided an update on activities of the WMCA taskforces which support the Housing and Land Portfolio which provide vital industry insight, challenges and steers across its diverse range and programmes.

Resolved:

1. The positive work and contributions to date of the industry-led taskforces established by WMCA under its Housing and Land Delivery Board be noted;
2. The current roles, responsibilities and activities of the industry-led taskforces established by the WMCA under its Housing and Land Delivery Board be noted and
3. The suggestions for future programmes of activity of the taskforces be endorsed.

55. Local Transport Plan Consultation: Opportunities for Housing & Land Portfolio

The board considered a report of the Strategic Delivery Advisor that provided an update on the development of a new West Midlands Local Transport Plan along with an update on the recent engagement on the new Local Transport Plan Core Strategy.

Resolved:

1. The proposed approach and progress on development of the West Midlands Local Transport Plan (LTP) and the development of Area Strategies in partnership with West Midlands local authorities be noted.

56. Exclusion of the Press and Public

Resolved:

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

57. Appendix 1 to Quarterly Report - Single Commissioning Framework Schemes

The board considered an appendix to the Quarterly Housing and Land Portfolio Deliverables report that provided an update on Single Commissioning Framework Schemes.

Resolved: The report be noted.

58. Appendix 2 to Quarterly Report -Performance on Devolved Housing & Land Funds -Dashboards

The board considered an appendix to the Quarterly Report on the Housing and Land Portfolio Deliverables that reported on the performance of the Devolved Housing and Land Fund Dashboards.

Resolved: That the report be noted.

The meeting ended at 11.45 am.

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**West Midlands
Combined Authority**

Economic Growth Board

Friday 13 May 2022 at 4.00 pm

Minutes

Present

Councillor Ian Brookfield (Chair)
Tom Westley (Vice-Chair)

Councillor Kerrie Carmichael
Councillor Ian Courts
Councillor Ian Kettle
Andy Street
Stuart Croft
Anita Bhalla

Sarah Windrum

Corin Crane
Matthew Hammond

Portfolio Lead for Economy & Innovation
Black Country Local Enterprise
Partnership
Sandwell Metropolitan Borough Council
Solihull Metropolitan Borough Council
Dudley Metropolitan Borough Council
Mayor of the West Midlands
Higher Education Sector
Greater Birmingham & Solihull Local
Enterprise Partnership
Coventry & Warwickshire Local
Enterprise Partnership
Black Country Chamber of Commerce
West Midlands Growth Company

Item Title No.

10. Apologies for absence

Apologies for absence were received from Councillors Duggins, Dormer, Sleigh and Ward and Mike Wright.

11. Chair's Remarks

The Chair welcomed everyone to the meeting and reported that this meeting would be the first opportunity to discuss the Trailblazer Devolution Deal.

12. Minutes - 2 February 2022

The minutes of the meeting held on 2 February 2022 were agreed as a correct record.

13. Trailblazing Devolution Deal - Economic Positions

The board considered a report of the Executive Director of Economy, Skills and Communities that sought comments and endorsement to the economic aspects of the devolution deal particularly relating to business support, trade and foreign direct investment, research and development innovation and West Midlands Smart City Region.

The Executive Director of Economy, Skills and Communities, Dr Julie Nugent introduced the report and advised that this work was part of the wider devolution work being led by the Executive Director of Strategy, Integration and Net Zero, Ed Cox.

It was noted that the economic positions presented follow development and testing with different groups of public and private partners for their thoughts and advice. The Head of Economy and Local Industrial Strategy, Jonathan Skinner reported on 3 key areas of focus these included the beneficiaries and impacts on business and entrepreneurs, attracting foreign investment and intense activity around research and development and innovation to double investment in the West Midlands.

The Chair asked members if they were happy with the proposals outlined in the report and invited the board to put forward any comments or questions.

Corin Crane (Black Country Chamber of Commerce) commented that it was a really good report and reported on the importance of delivery and ensuring inclusion and diversity underpins everything.

The Mayor reported that whilst the proposal was a good one it would not be easy to get 'over the line' with Government and commented on the need to give consideration to how business backs the economic positions and to look at the issue of freeports and tax advantages.

Councillor Courts considered the need to focus on measures of success and outcomes such as growth, job creation and foreign direct investment.

The Executive Director Economy, Skills and Communities reported that the proposals outlined were in draft form and these would be more precise following negotiations with Government.

Neil Rami (West Midlands Growth Company) reported that with regards to foreign direct investment, England was at a disadvantage compared to other parts of the UK and referred to the funds that had been made available to Wales for Aston Martin. He advised that the focus is how funds are administered and the importance of regional decisions, rather than new money.

The Chair reported that comments would be considered and incorporated into the overarching positions that would be put to the WMCA Board. Details of any specific initiatives or programmes would come back to the board.

Resolved:

1. The emerging positions in the report about the devolution of economic powers and resources be endorsed;
2. These positions be further considered by the Devolution Strategy Group and Mayor and Portfolio Holders Group ahead of formal decisions by the WMCA Board on 10 June be noted and

3. That further updates on the progress and implementation of the Trailblazer Devolution Deal be considered by the Economic Growth Board.

14. Latest on Economic Taskgroup - Local Enterprise Partnership Integration

The board considered a report that proposed an approach to integrating the West Midlands Local Enterprise Partnerships (LEPs) into the WMCA through the appropriate pathways.

The Executive Director of Economy, Skills and Communities, Dr Julie Nugent introduced the report that outlined the three pathways for the integration of LEP functions into democratic institutions. It was noted that issues were being worked through for submission of the integration plan to Government by January 2023.

Anita Bhalla (Greater Birmingham & Solihull LEP) reported on the engagement being undertaken by the Greater Birmingham and LEP with business partners including taking forward existing work such as the work on clusters. Anita added that she would like this board to receive an update on LEP integration at its meeting in December ahead of sign-off of the integration plan by the WMCA Board in January.

Sarah Windrum (Coventry & Warwickshire LEP) supported the board endorsing the integration plan in December and advised that Coventry and Warwickshire LEP board would be seeking to approve its proposals at a meeting in September.

Dr Julie Nugent advised that the final integration plan would be shared with the board before it was submitted to the WMCA Board for approval.

Further to an enquiry from Tom Westley (Black Country LEP) regarding whether LEPs would retain and manage their significant legacy funds, the Mayor reported that local authorities/ LEPs would retain funds from enterprise zones and their defined income streams as the WMCA had no right to claim these.

The Mayor reported of the need for the Authority to give consideration to the non-constituent status of its members and what this means for economic integration.

Councillor Courts commented on the need to keep links across boundaries.

Paula Deas (Coventry & Warwickshire LEP) concurred it was important not to lose economic geography and that bespoke solutions would be discussed with Government.

The Executive Director of Economy, Skills and Communities, reported that businesses would be at the heart of the arrangements and all three LEP Chairs would be invited to join the Task and Finish Group.

Resolved:

1. The work ongoing in the region to respond to the Levelling Up White Paper and subsequent guidance from Government to oversee the integration of LEPs within Mayoral Combined Authorities be noted;
2. This is in line with the work overseen by the Economic Growth Board's Task and Finish Group, to review the economic functions undertaken by organisations across the West Midlands, with a particular focus on LEP integration be noted;
3. That given the subsequent implications for LEPs, all 3 LEP Chairs should be invited to join the Task and Finish Group (currently this is just the Black Country Chair) be agreed and
4. That a full integration plan be submitted to Government by January 2023 with a draft progress report to be submitted by the end of July 2022 be agreed.

15. Latest on Economic Taskforce - Role of West Midlands Growth Company

The board considered a report of the Executive Director of Economy, Skills and Communities that sought agreement in principle to the 'business as usual' scope of the West Midlands Growth Company's role in the regional economic development system. This would enable input into the WMCA's budget setting, Trailblazer Devolution Deal and UK Share Prosperity Fund investment plan processes and also enable West Midlands Growth Company (WMGC) to work to more precise objectives and key indicators to deliver both regional and place specific outcomes.

Matthew Hammond (WMGC) outlined the report and advised that the report was a 'Starter for 10', based on the initial thoughts from the Growth Company and how it envisaged it would take forward the region's ambitions from the Plan for Growth and build on the achievements of the Business and Tourism Programme (BATP) and the legacy from the Commonwealth Games

The Chair reported that he supported the need for the Growth Company and for it to continue to undertake its valued role in bringing investment into the region.

Anita Bhalla (Greater Birmingham and Solihull LEP) reported that she would like a conversation with Matthew Hammond around the LEP functions transferring from the LEP to the Growth Company and key economic development priorities.

The Mayor reported that he concurred with the Chair and firmly supported the need for the Growth Company. He considered that growth would come from trade given the current economic climate and it was therefore critical to obtain the maximum funds from Government, accepting that the WMCA would be also needed to provide funding

Councillor Courts reported that he was supportive of the Growth Company and considered the need for a competitive strategy to promote the region as it was vital to get more investment into West Midlands.

Neil Rami (WMGC) advised that work has been undertaken in this area and undertook to share this work.

Resolved:

1. Agreement be given in principle that West Midlands Growth Company (WMGC) should continue to deliver activity similar in scope and scale to the Business and Tourism Programme (BATP) and should continue to explore other opportunities to add value to delivering the region's economic strategy, recognising that appropriate funding streams will need to be secured and
2. That WMGC work with partners to establish a new suite of objectives and key indicators to better deliver the Plan for Growth, address the region's levelling-up challenges and to meet the specific needs of places in the region be noted.

16. UK Shared Prosperity Fund Update

The board considered a report of the Executive Director of Economic Delivery, Skills and Communities that sought endorsement to the principles of an investment plan for the UK Shared Prosperity Fund (UKSPF) that seeks to build pride in place and boost life chances across the Combined Authority area.

The Executive Director of Economic Delivery, Skills and Communities, Dr Julie Nugent, introduced the report and reported on the work being undertaken with partners to respond to the 3 key investment priorities around community and place, supporting local business and, people and skills.

The Head of Skills Insight, Dr Fiona Aldridge, outlined the report including the approach and principles to developing and approving the investment plan, the proposed approach to allocations and next steps.

The Chair reported that he was supportive of the report but felt the new funding for local investment was not comparable to funding previously available through European Structural Funds. He noted that funding for 'people and skills' was not available until 2024/25 and similarly, no funding is available to support 16-18 year olds not in employment, education or training and reported of the need for the WMCA to look at this as part of the devolution deal.

Councillor Courts commented that there was no relationship between the UK Shared Prosperity Fund and LEP funding and also noted that the previous funding arrangements supported employment and young people. He also enquired about the arrangements and timing of local authorities approving the investment plan.

The Executive Director of Economic Delivery, Skills and Communities reported that consultations would be undertaken with local authorities, MPs and stakeholders but the approval of the investment plan was a decision for the WMCA Board. This board would oversee the UK Shared Prosperity Fund strategy with further details submitted to the next meeting. Julie Nugent added that there was not enough money to do everything.

Resolved:

1. The proposed principles and approach set out in the report to underpin the development of the approach to UK Shared Prosperity Fund (UKSPF) be agreed;
2. The ongoing work to quantify demand and develop funding options for the investment plan be noted;
3. That these principles and the approach to UKSPF be further considered by the Mayor and Met Leaders, the Regional Economic Directors Group, West Midlands Local Authority Chief Executives and Finance Directors, ahead of formal decisions by the WMCA Board in July be noted;
4. That the commissioning and future performance management of UKSPF be considered by the Economic Growth Board be agreed; and
5. The UKSPF activity supports the Local Business theme, offering the potential to build upon the latest outputs from the West Midlands Business Support Review, led by LEPs in conjunction with partners be noted.

17. West Midlands Plan for Growth Next Steps

The board considered a report of the Director of Economy, Skills and Communities that outlined the next steps in taking forward the West Midlands Plan for Growth. It was noted that the Plan for Growth had been approved by the WMCA Board in February 2022 and described how cluster opportunities would be taken forward through more active integration of the six cross-cutting interventions, to drive above-average growth in high value areas, creating good jobs for local people.

The Director of Economy, Skills and Communities, Dr Julie Nugent reported that a stakeholder event in June would support the Plan for Growth and demonstrate how it is to be embedded into mainstream economic activity across the region.

Resolved: The proposed steps to take forward the aims of the West Midlands Plan for Growth including an update on how some of the Levelling Up White Paper announcements, including LEP integration, UK SPF and the Innovation Accelerator will be critical to taking forward Plan for Growth interventions and launching the plan at a stakeholder event, setting out the region's broad plans for economic recovery with the Plan for Growth at its heart be noted.

18. Economic Growth Board Work Programme

The board considered a report of the Executive Director Economy, Skills and Communities that set out the board's work programme for the new municipal year taking account of activity linked to the Levelling-Up White Paper and timetables relating to the Trailblazer Devolution Deal, the UK Share Prosperity Fund and Innovation Deals.

Resolved: That the updated work programme attached to the report as Appendix 1 (a live document to be refined according to the economic situation, priorities and decisions required) be noted.

The meeting ended at 5.06 pm.

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Young Combined Authority

Young Combined Authority (YCA) Board update, March – June 2022

Engaging with Levelling Up

The YCA Board's meeting in May was focused on understanding and shaping the region's response to Levelling Up and the development of our Trailblazer Devolution Deal. YCA members were joined by the following WMCA policy leads to share their insights on Trailblazer Devolution Deal proposals:

- Adam Harrison, TfWM Principal Policy & Strategy Officer
- Fiona Aldridge, Head of Insight for Skills & Economy
- Mubasshir Ajaz, Head of Health & Communities
- Patricia Willoughby, Head of Housing & Regeneration
- Supported by Sara Rasul, Corporate Strategy Lead, and Claire Dhami, Head of Systems Change & Inclusion.

The YCA Board's priorities in **housing & regeneration** included: increasing affordable housing, investing in community spaces as part of town centre improvement, accelerating work towards zero carbon homes and maximising on any skills opportunities.

During their conversations on **skills**, the YCA shared their insights on how to increase the uptake of apprenticeships. YCA members also highlighted the need for improved support for university leavers and careers guidance.

One of the key topics within the YCA's exploration of **transport** was the region's e-scooter trials and how these may be more successful if opened up to under 18s. The YCA also discussed the challenge of behaviour change and how they feel that public transport reliability, affordability and safety are barriers to better travel choices.

YCA Board members were most interested in the **health & wellbeing** work that was focused on tackling health inequalities for future generations. This included proposals to support healthier lifestyles. The group were also interested in Mental Health, which is being driven by the Commission.

More activity...

- ✔ **Local Transport Plan:** the YCA Board dedicated their main meeting in March to learning about Transport for West Midlands' work to reimagine the way transport works in the region, so that it is fairer, greener, healthier and gets people to where they need to be. The YCA members shared their insights around the best ways to encourage young people to make good transport choices, as well as the current barriers to making those decisions such as the cost and accessibility of public transport options.
- ✔ **WMCA Equality Scheme:** the YCA Board also gave feedback on the Combined Authority's Equality Scheme, that was approved by the WMCA Board in March and sets out how the organisation will promote equality, diversity and inclusion throughout its workforce and activity.
- ✔ **Environment:** on 22 March, the YCA's Environment subgroup met with Councillor Ian Courts (WMCA Portfolio Lead Member for the Environment & Energy) and the WMCA's environment team. The conversation highlighted lots of opportunities for the YCA to engage with the agenda.
- ✔ **Mental Health:** the YCA's Wellbeing subgroup have had a number of meetings focused on how they can engage with the new West Midlands Mental Health Commission. This has included informing the Commission's decision to focus on Mental Health in education as part of its 'young people' theme.
- ✔ **National YCA:** representatives from the West Midlands YCA have continued to meet with young leaders from other Mayoral Combined Authority regions as the 'National YCA.' Having had an initial call with some of the Northern Metro Mayors, the group are working towards a second M10 session in July that will be focused on the Environment.

Stay up to date with the YCA!

Follow us on social media: @wmyoungboard

For any questions, please email: Esha.Jhamat@wmca.org.uk