



## Overview & Scrutiny Committee

**Date:** Monday 13 March 2023

**Time:** 10.00 am                      **Public meeting**                      Yes

**Venue:** Room 116, 16 Summer Lane, Birmingham, B19 3SD

### Membership

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Naeem Akhtar (Vice-Chair)	Coventry City Council
Councillor Andrew Burrow	Solihull Metropolitan Borough Council
Councillor Mike Chalk	Worcestershire Non-Constituent Local Authorities
Councillor Ellen Fenton	Association of Black Country Authorities
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Nigel Lumby	Shropshire Non-Constituent Local Authorities
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Lauren Rainbow	Birmingham City Council
Councillor Karen Simms	Sandwell Metropolitan Borough Council
Councillor Mike Sutherland	Staffordshire Non-Constituent Local Authorities
Councillor Paul Sweet	City of Wolverhampton Council
Councillor Jamie Tennant	Birmingham City Council
Amanda Tomlinson	Private Sector Business Voice
Councillor Vera Waters	Walsall Metropolitan Borough Council
Councillor Ken Wood	Birmingham City Council

Quorum for this meeting shall be 11 members

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

**Contact** Lyndsey Roberts, Scrutiny Officer  
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# AGENDA

No.	Item	Presenting	Pages
<b>Meeting Business Items</b>			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interests 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	Chair	None
4.	Minutes - 12 January 2023	Chair	1 - 6
5.	Matters Arising	Chair	None
6.	Mayoral Question Time: Budget - Response from the Mayor to the observations presented to the WMCA Board on 13 January 2023	Chair	7 - 10
7.	WM2041 - UPDATE	Cheryl Hiles	11 - 20
8.	WMCA Scrutiny 2023/24 - Ways of Working	Chair	Verbal Report
9.	Grant Register	Kate Taylor	21 - 28
10.	Minutes: Transport Scrutiny Sub-Committee - 6 February and 16 February 2023	Chair	29 - 36
11.	Work Programme (a) Overview & Scrutiny Committee 2023/24 – Under Development (b) WMCA Board Forward Plan	Chair	37 - 44



## West Midlands Combined Authority

### Overview & Scrutiny Committee

Thursday 12 January 2023 at 10.00 am

#### Minutes

##### Present

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Naeem Akhtar (Vice-Chair)	Coventry City Council
Councillor Samantha Gethen	Solihull Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Nigel Lumby	Shropshire Non-Constituent Local Authorities
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Mike Sutherland	Staffordshire Non-Constituent Local Authorities
Councillor Paul Sweet	City of Wolverhampton Council
Councillor Jamie Tennant	Birmingham City Council
Councillor Vera Waters	Walsall Metropolitan Borough Council

##### In Attendance

Councillor Mike Bird	Portfolio Lead Member for Housing & Land
Dan Essex	Governance Services Manager
Linda Horne	Executive Director of Finance and Business Hub
Rob Lamond	Head of Strategy & Analysis
Dr Julie Nugent	Executive Director of Economic Delivery, Skills & Communities
Lyndsey Roberts	Scrutiny Officer
Laura Shoaf	Chief Executive

##### Item Title No.

##### 105. Apologies for Absence

Apologies for absence were received from Councillor Andrew Burrow (Solihull), Councillor Lauren Rainbow (Birmingham), Councillor Karen Simms (Sandwell) and Amanda Tomlinson (Black Country LEP).

##### 106. Inquorate Meeting

The meeting was inquorate and therefore decisions taken at the meeting would be submitted to the WMCA Board on 10 February 2023 for formal approval.

**107. Minutes - 17 October, 20 October and 15 December 2022**

The minutes of the meetings held on 17 October, 20 October and 15 December 2022 were agreed as a correct record.

**108. Matters Arising**

**(a) Trailblazer Devolution Deal** (minute no. 92)

At its meeting on 17 October 2022, members considered the findings of the scrutiny working groups that considered each of the trailblazer devolution proposals.

The Chief Executive provided an update on the negotiations with the Government to finalise the trailblazer devolution deal and noted that productive meetings continued to be held with them, with conversations mostly focussing on fiscal devolution and the WMCA's priorities for levelling up zones.

**109. Mayoral Question Time: Policy - Response to Observations Presented to the WMCA Board on 16 December 2022**

The committee received a response in respect of the observations it had identified following the Mayoral Q&A session on 20 October 2022, based on WMCA policy related matters. The Chair advised that an updated response from the Mayor would be shared in due course.

Recommended to the WMCA Board:

A response from the Mayor to the observations identified by the Overview & Scrutiny Committee following the Mayoral Q&A on 20 October 2022 be shared with the committee.

**110. Future Homes Strategy**

The committee considered a report of the Head of Strategy & Analysis on the progress in developing a Future Homes Strategy and an aligned technical standard commissioned by the Housing & Land Delivery Board.

It was proposed that once approved, the technical standard would be embedded as an investment criterion for the WMCA's devolved housing & land funds which would enable implementation of the strategy through the WMCA's investment decisions, site acquisitions, disposals and strategic partnerships.

The committee discussed and shared comments in relation to the effectiveness of modern methods of construction and the need for more local manufacturers within the West Midlands, the success of Green Square Accord, the number of modular builds delivered within the region, links between the automotive industry, local supply chain, the level of technical standards, diversity in the design of homes and the need to consider water recycling and retention within new builds.

The Chair sought clarity as to how the relationship between the WMCA and local authorities encouraged local authorities to utilise the opportunities available to enable the speedy delivery of good quality, affordable, carbon

neutral housing. It was proposed that, as part of the development of the Future Homes Strategy, a wider session with members and local authority officers to encourage the utilisation of the opportunities available for new developments would be beneficial.

Recommended to the WMCA Board:

- (1) The work to date to develop a Future Homes Strategy, as commissioned by the Housing & Land Delivery Board, including specialist support and input from the Future Homes Taskforce and local authority partners across the region be noted.
- (2) The next steps and basis for future performance measurement set out within the report be noted.
- (3) A site visit to Green Square Accord be arranged for members of the Overview & Scrutiny Committee.
- (4) As part of the development of the Future Homes Strategy, the proposal to hold a wider session with members and local authority officers to encourage the proactive utilisation of the opportunities available to deliver speedy, affordable and carbon neutral housing be supported.
- (5) The increase in the local supply chain and an aim to drive a locally produced percentage of components be encouraged.

#### **111. Affordable Housing Supply Strategy**

The committee considered a report of the Head of Strategy & Analysis on the work to date on the preparation of an Affordable Homes Supply Strategy following the steers of the Housing & Land Delivery Board.

The strategy would contribute directly to WMCA policy objectives and would also be informed by, and aligned with, the recommendations of the Overview & Scrutiny Committee's 2021/22 'Helping to Deliver Affordable and Social Housing' scrutiny review.

The provision of additional social housing in the region was important, and although social rents were prescribed by the Government, it was key for the WMCA to lobby for a change in the legislation. Also, whilst it was important for homes to be affordable to buy, it was equally important for them to be affordable in terms of location and running costs. Members considered that new housing developments had created an increase in car ownership and stressed that the local infrastructure and the WMCA's Local Transport Plan needed to recognise this.

In terms of the number of affordable homes being delivered in the region, members expressed their disappointment where development sites had not produced a mix of available tenure for occupation.

Recommended to the WMCA Board:

- (1) Progress with developing an 'Affordable Homes Supply Strategy', as commissioned by the Housing & Land Delivery Board, to help drive the increased provision of a range of affordable homes within the region to meet local needs and establish the West Midlands as the leading region in terms of affordable homes policy and delivery be noted.
- (2) It be noted that the product of this work would be an integrated strategy, co-developed with partners, that directly supported key policy agendas of the WMCA and local authorities through enabling affordable housing delivery and driving delivery of Future Homes and design quality and the Trailblazer Devolution Deal proposals to the Government.
- (3) The observations of the Overview & Scrutiny Committee regarding the need for genuine affordable housing, an improvement in the relationship between the WMCA, local authorities and developers to secure the delivery of a mix of tenure and the importance of local infrastructure to support the increase in car ownership be noted.
- (4) The next steps as set out within the report be supported.

#### **112. Affordable Housing Delivery Pilot**

The committee considered a report of the Head of Strategy & Analysis on the progress being made on the ongoing work of the WMCA and housing association partners to establish a more comprehensive joined up and collective approach to the delivery of additional affordable housing across the region.

In order to deliver the significant additional affordable homes required in the region, the WMCA was focussing on providing added value to the affordable housing supply. The WMCA had been engaging with housing associations with a view to finding collaborative methods that could support the provision of additional social housing within the region. The Affordable Housing Pilot proposed a collaborative partnership with five regional registered providers including, Bromford, Citizen, Green Square Accord, Midland Heart and WHG.

The committee commended the pilot and the ambition to deliver 100% affordable homes. In addition, members questioned and shared comments on a 'brownfield first' approach, the five registered providers, disposal of public assets, the governance process and the consideration of the wider impacts of the pilot including, the impact on local schools and local GP surgeries.

The committee thanked Councillor Mike Bird, Portfolio Lead for Housing & Land for attending the meeting and for his valuable contribution.

Recommended to the WMCA Board:

- (1) The progress with the work taking place under the Housing & Land Delivery Board to improve the collaboration and co-investment in the region between housing associations, public sector bodies and the WMCA to secure more social and affordable housing, a key

recommendation of the Scrutiny Review and a key deliverable for the Housing & Land Delivery Board, be welcomed.

- (2) The progress of work on a pilot which was an innovative joint approach with a group of housing associations in the region to deliver additional affordable housing and wider socio-economic outcomes on specific WMCA-owned sites be welcomed.
- (3) The Overview & Scrutiny Committee receive a future update on the progress being made with the delivery of the Affordable Housing Delivery Pilot and an outline of the governance process.

**113. Grant Register**

The committee considered a report of the Executive Director of Finance & Business Hub that provided an update on the grant register which contained all current 'live' grants where the WMCA was the accountable body and captured a comprehensive total of grants, awarding body, time period for delivery and a description of what the grant delivered.

In relation to the Social Housing Decarbonisation Fund Wave 1 grant, the end date had been extended from 31 March to 31 August 2023 to allow funds to be fully utilised. The committee requested a further report to a future meeting on the utilisation of this fund.

Recommended to the WMCA Board:

- (1) The report be noted.
- (2) A report on the utilisation of the Social Housing Decarbonisation Fund Wave 1 including, which local authorities had utilised the fund, be submitted to a future meeting of the Overview & Scrutiny Committee.

**114. Minutes - Transport Scrutiny Sub-Committee - 24 November 2022**

The committee received the minutes of the Transport Scrutiny Sub-Committee held on 24 November 2022.

Recommended to the WMCA Board:

The minutes of the meeting held on 24 November 2022 be agreed.

**115. Work Programme**

The committee received a work programme of items that were to be reported to future meetings.

Recommended to the WMCA Board:

The work programme of items to be reported to future meetings be noted.

**116. Exclusion of the Public and Press**

Resolved:

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

**117. Pre-Decision Scrutiny: LEP Integration: Submission of West Midlands LEP Integration Plan**

The committee considered a report of the Executive Director of Economic Delivery, Skills & Communities on the integration of the local enterprise partnership roles and functions into the WMCA.

Members discussed and shared comments on the draft LEP Integration Plan, including the transparency of the process, key risks and the importance of the continuation of the 'business voice' on WMCA committees and boards to help strengthen decision making.

Recommended to the WMCA Board:

The Overview & Scrutiny Committee support the approval of the recommendations contained within the report and being considered by the WMCA Board at its meeting on 13 January 2023.

**118. Date of Next Meeting**

Monday 13 March 2023 at 10:00am.

The meeting ended at 12.00 pm.



## Overview and Scrutiny

### **Topic 1: Regional Role in Energy Efficiency**

*Members expressed their concerns on the cost of energy and the impact that this had on the economy. There was a need to seek the introduction of alternative solutions, for example energy turbines.*

I very much share your concern on energy efficiency and its impact on our economy. As you will know, the West Midlands industrial demographic is unique in the UK. It is diverse and dispersed, yet as a region, we have the densest concentration of manufacturing activity in the country. We have more established manufacturing firms which employ over 10 people and are dependent on competitive energy costs to compete globally than any other region. Just over 3,500 of these manufacturing firms account for over 50% of commercial, industrial and public sector energy use in the region, yet unlike other regions none are dominant regional employers or emitters. In light of this, we have been hit particularly hard by the rising cost of energy caused by Russian invasion of Ukraine.

With that in mind, I established the West Midlands Industrial Energy Taskforce in August 2022 to identify ways manufacturers in our region can be supported through the energy crisis and to lobby government on their behalf. It is a business-led panel that has made timely recommendations and identified mitigations to minimise the impact of the current crisis on West Midlands jobs and the regional economy. It produced an interim report in November 2022 and will produce its Final Report in June 2023. In the meantime I have conveyed its interim findings with government, and this has already yielded some success: we have been able to negotiate a special package of business support measures for energy transition which we hope will be announced as part of the Trailblazer Devolution Deal in March.

## **Topic 2: Investment Portfolio**

*The committee questioned whether the WMCA was generating economic growth in specific areas, especially given the disparity of investment.*

One of the key drivers for creating the WMCA (and its Investment Programme) in the first place was to act as a catalyst for economic growth. The creation of the WMCA was one of the factors that helped ensure the West Midlands was the fastest growing region outside of London in the period before 2019. Given the headwinds that we have faced since then from Covid, pressures on global supply chains, and the current inflation/cost of living challenges caused by Russia's invasion of Ukraine, it is more important than ever that the WMCA do its part to catalyse growth, working closely with partners in national and local Government, and, of course, in the private sector.

As the Committee will know, getting disaggregated statistics which show what proportion of changes in economic output in any given period are down to the actions of specific bodies (the WMCA included) is incredibly difficult. It is certainly something not measured by the ONS, unfortunately. Accordingly, we cannot accurately say what proportion of economic output can be allocated to actions taken by the WMCA. We can, however, point to a range of other indicators which show the positive impact we have had. These include the investment we have secured for the region - from the £4b investment partnership we have entered into with L&G to the £4.5b+ that we have secured for the region in public funding since the creation of the WMCA. We can also point to the 8000+ new dwellings (with an affordability level of 26%) and the 3.8m sq. ft. of commercial space that we have unlocked through our investments. We can also show our impact in a range of exciting opportunities that we have catalysed across the region, such as at UK Central. And this is all complemented by the substantial investment we have made into enhancing our workforce across a range of training programmes, from sector-based work academies to our Thrive Into Work scheme. Each of these (and others) will have played its part in driving growth and economic recovery.

I would conclude by noting that ensuring each part of the region feels the benefit of investment - including public investment from regional resources, public investment we have secured from Government, and investment that we have secured by attracting partnerships with the private sector - is crucial, and something we have consistently striven for. I am clear that whether it be in, for instance the £1b+ we secured for the region in our CRSTS transport package, or the £4b partnership we agreed with L&G, no part of the region should be left behind.

### **Topic 3: Greater Scrutiny - Arms' Length Companies and the Delivery of Outputs**

*The committee considered that there needed to be a greater focus on the outputs generated through investments and a greater scrutiny focus on arms' length companies and the outputs delivered for the region.*

Effective scrutiny is of course important for the proper functioning of any organisation - local government bodies included. If the committee wishes to add further items to its future agendas relating to scrutiny of investments made by the WMCA or its arms' length companies, it is well within its rights to do so.

At present, WMCA activity (stemming from our annual business plan) and associated investments can be tracked through our annual budget report, with regular updates provided by our financial monitoring reports to WMCA board. The details of specific investments, as well as detailed dashboards outlining the substantial outputs (in terms of jobs, residential space, and commercial space created) already achieved by WMCA investments in aggregate, can be tracked through the investment dashboards produced for Investment Board regularly. In addition the WMCA Chief Executive gives a monthly performance progress report to WMCA Board, and the WMCA produces an Annual Review tracking our overall performance. Records of all of these reports, updates, and dashboards should be readily available to members of the Overview & Scrutiny Committee. I would welcome the Committee's feedback on any deficiencies or gaps they may have detected in these reports, so we can work together to improve the information we make available.

For Arms' length companies, plans and business cases are taken through appropriate WMCA governance to access any funds from WMCA. Performance reporting will be governed through the requirements of the individual funding agreements.

#### **Topic 4: Carbon Neutrality**

*The committee stressed the importance of the work being undertaken to achieve carbon neutrality on projects that the WMCA was supporting.*

You rightly have emphasised the importance of the WMCA doing its part to achieve carbon neutrality on the projects we support - both because of the threat posed to our shared environment, but also because of the opportunities for growth that the transition to a cleaner, greener economic model offers.

As you will know, the WMCA set the region a target of reaching net zero by 2041 and meeting the ambitions set out by the Paris Agreement. In March 2021, we launched our first Five Year Plan (FYP) to demonstrate how the region could deliver the 2041 target, using the powers and resources we have at our disposal, as well as those we hope to secure from Government. The FYP set out 15 different goals, and we have subsequently developed around 20 different work programmes to drive this work forward.

We are already seeing these efforts bearing fruit. In the area of retrofit, for instance, we have launched our Net Zero Neighbourhood scheme, which will support qualifying neighbourhoods in improving their energy efficiency. Similarly, we are sequestering substantial amounts of carbon through our Virtual Forest scheme, which has now registered around 280,000 trees. As noted in my answer to question 1, we are confident that our Trailblazer Devolution Deal will also yield new levers that we can use to support WM2041 goals.

In recognition of our efforts to date, I am pleased to note that the WMCA was ranked by Climate Emergency UK as among the nation's top performers at tackling climate change. But equally, it is clear that lots more remains for us all to do to achieve carbon neutrality - there is no time to rest on our laurels.



**West Midlands**  
Combined Authority

## Overview & Scrutiny Committee

<b>Date</b>	13 March 2023
<b>Report title</b>	WM2041 - UPDATE
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority Email: <a href="mailto:laura.shoaf@wmca.org.uk">laura.shoaf@wmca.org.uk</a>
<b>Accountable Employee</b>	Ed Cox, Executive Director, Strategy, Integration & Net Zero email: <a href="mailto:ed.cox@wmca.org.uk">ed.cox@wmca.org.uk</a>

**Recommendation(s) for decision:**

**The Overview & Scrutiny Committee is recommended to:**

- (1) Note the progress being made by the WMCA and the region as a whole on its journey to net zero by 2041 and the associated Five Year Plan adopted by the WMCA in 2021.

## **Purpose**

1. To consider the progress made by the WMCA as part of the region's aspirations to become a net zero region by 2041.

## **2.0 Background**

- 2.1 In 2019 the WMCA declared a climate emergency and set out our vision to make the West Midlands net zero by 2041. This is a hugely ambitious plan but is an essential investment in the region's future.
- 2.2 In 2021, the WMCA developed the first of its 'Five Year Plans' to get to 2041. This was a comprehensive, evidenced plan that set out the practical measures required to meet a range of trajectories to achieve the net zero goal. The plan explains how the region could deliver a 33% reduction in carbon use across local transport, homes and businesses by 2026, on its journey to net zero by 2041. However, at the time of writing the Five Year Plan, it was recognised that the region was not on track to achieve the 2041 goals set and that the change in pace required was 'huge' and 'unprecedented', requiring collaboration and delivery across all sectors. It was estimated that an extra £4.3bn of gross investment was required by 2026, but that there was considerable economic benefit in creating 21,000 new jobs.
- 2.3 The Five Year Plan recognises the vital role of all stakeholders in achieving this ambition – it is both a regional target and regional responsibility. The consequence of this is that measuring progress across the range of sectors and actors is very challenging.
- 2.4 In order to keep track of progress, the Environment Team and Energy Capital are working with the WMCA's Data and Digital Team to develop a data dashboard. This will draw from nationally, regionally and locally held datasets to provide a transparent overview of progress towards the net zero target, as well as broader environmental and sustainability targets (e.g. those that link to air quality, climate adaptation and natural environment). We are also working with the constituent local authorities to ensure that this is a resource that is helpful for their reporting purposes, with data aggregated to regional level, but also with the ability to disaggregate to local authority level.

## **3.0 Progress and Headline Outcomes**

- 3.1 The foundation of the WMCAs work towards net zero by 2041 was the establishment of the regional Five Year Plan in 2021, and the commitment by the WMCA of £5.1m to support this programme. The Plan, and associated strategies covering the natural environment and circular economy, and demonstrator projects in the energy system, has been recognised by independent assessors nationally and established the region on the 'A list' for climate action globally: increasing the West Midlands' regional competitiveness.
- 3.2 As mentioned, there are two key factors when considering progress and outcomes. Firstly, that data is extremely hard to obtain, which is exacerbated by the second factor, that many of the responsibilities for achieving net zero by 2041 lie outside the remit of the WMCA. Achieving net zero targets can be dependent upon factors ranging from government policy and approaches to funding (particularly relevant to energy planning and retrofitting homes) to action taken by private companies to decarbonise their businesses.

- 3.3 There are, however, clear areas of responsibility (see ‘WMCA Commitments’ below) that the WMCA is focused on delivering, facilitating others to deliver, or influencing policy and funding (e.g. negotiating with government through the Trailblazer Devolution Deal). One area that WMCA can play a key role in is attracting vital funding to the region and the teams have been successful in attracting funding to the region, both capital and revenue to support major schemes in retrofitting homes, energy innovation and air quality, and a high number of smaller enabling projects.
- 3.4 **WMCA Commitment 1:**  
*Set up a regional approach to work with stakeholders to unlock investment to deliver energy efficient homes for up to 294,000 dwellings, with low carbon heating in 292,000, at a total cost of £3.6bn, reducing energy bills, fuel poverty and creating jobs.*
- 3.5 The Five Year Plan indicated that decarbonising our homes would have the greatest impact on carbon emissions. However, a thorough assessment of all the region’s housing stock, commissioned by WMCA, indicates that the West Midlands has some of the worst energy-performing housing in Europe. As such, the target is both the right focus but also extremely challenging.
- 3.6 **Retrofit delivery**  
To date, WMCA has attracted, or supported partners to attract, over £30m to the region to retrofit social and privately owned homes, with decisions awaited on a further £34m. Delivery is being rolled out through partners in local authorities and housing providers across the region through the Social Housing Decarbonisation Fund and Homes Upgrade Grants. Crucially, the ‘SMART Hub’ team in Energy Capital is providing expert support and capacity to bring funding in where our local authorities or housing partners are unable to bid for funding themselves, forming substantial regional consortia. The team also provides support to ensure the standard of retrofit works is high quality and working with the regional supply chain to ensure the products, skills and jobs are in place to meet the growing demand.
- 3.7 **Innovation, demonstration and private finance**  
With a cost of £3.6bn to retrofit 294,000 homes, the financial challenge is clear. Public sector grants will not be sufficient. Through its innovation programme, Energy Capital has been working with the private sector to design and test a replicable finance model for Rugeley, which can be replicated through the delivery of a cohort of Net Zero Neighbourhoods (NZN). The first of these NZNs will be delivered in Brockmoor in Dudley through an initial £1.65m WMCA grant, with work ongoing to develop propositions and secure investment for neighbourhoods across the region. Energy Capital has also recently secured funding from Innovate UK to help overcome some of the remaining barriers to a replicable model, specifically to better understand the role of private outcome focused funding in the blended finance model.
- 3.8 Energy Capital’s strong reputation for innovation, its extensive relationships with the energy industry, business and central government, and the existing CA strategic partnerships with commercial investors, has meant the region is well-placed to lead this vital area of work.
- 3.9 Overall figures on housing retrofit across the region are difficult to provide as some may be carried out by private homeowners who have not received public funding. However, we are looking at how to draw together data from across local authorities on publicly funded retrofit delivery at least, as part of the data dashboard work. It is clear, the challenge

remains daunting, which is why the WMCA has been negotiating with Government over how retrofit funding can be simplified to provide certainty and accelerate delivery.

**3.10 WMCA Commitment 2:**

*Unlock investment of up to £70m in land-based renewables and £483m on rooftop PV by 2026.*

3.11 Much of the work of Energy Capital to date, has been focused on the management of energy demand and influencing the net zero transition of the energy system. If the region focuses too much on generation rather than managing demand, then like a leaky bucket, however much you put into the system, too much will still be lost or wasted. As such, developing renewables solutions has not been the first priority in delivering the Five Year Plan.

3.12 However, achieving this goal clearly involves a strong partnership with the private sector. Currently other regions of the UK are more attractive to developers and over the next phase of the programme, Energy Capital intends to work with the private sector to remove barriers to investment in the West Midlands. Discussions are now underway with key industry partners that could start to address this challenge, and research undertaken by partners from the universities of Birmingham and Warwick is beginning to identify the scale of opportunity in rooftop PV.

3.13 The Energy Capital team is developing a commercial and industrial energy programme for 2023/4, which will aim to create strategic partnerships with the private sector to unlock investment in land-based renewables, solar and storage, whilst continuing to lobby Government and OfGEM to create a smarter energy market, which will facilitate these investments.

**3.14 WMCA Commitment 3:**

*Energy Capital will support local authorities, LEPs and stakeholders to undertake and implement local area energy planning, enable net zero energy systems and renewables delivery.*

3.15 Energy Capital has developed a programme which will commence in f/y 2023/4 to provide local authorities with the data and decision-making tool to facilitate investment into net zero energy systems and renewables. The first stage of this work will be the development of an interactive Local Area Energy Planning digital decision-making platform and supporting governance structure, to enable local authorities, TfWM and the energy network operators to make better decisions, based on shared evidence; ensuring investment is most effectively directed to secure a net zero system.

3.16 The primary foundation of this, has been working with partners to deliver Innovate UK funded projects, in particular the Regional Energy Systems Operator demonstrator with Coventry. This programme set out the clear benefits from adopting a 'place-based' approach to energy system management: in reducing energy demand and helping to tackle deep-rooted challenges such as fuel poverty; catalysing local innovation and business growth; and representing savings to the local authority through energy reductions equivalent to £30m per annum, or representing current net value of £720m over 30 years. Crucially, this place-based approach would also be key driver of transitioning to a net zero energy system



- 3.17 This work has underpinned the region’s lobbying of OfGEM to consider the role of place in the future energy system, and we have fed into their consultations on Local Governance. We hope to trial the model as part of the Future Systems Operator development. The way in which the energy system is planned and where investment from the private sector is channelled, hinges on the relationship between the place and the network operator. The RESO project is underpinning WMCA’s negotiations with government to have a stringer voice in the energy system and devolve greater responsibility to the local area to plan energy infrastructure. Powers to undertake Local Area Energy Planning and zone areas for development off the back of this is a key part of our devolution ask – to provide greater opportunity to influence and shape energy infrastructure delivery.
- 3.18 **WMCA Commitment 4:**  
*Be a pathfinder for energy devolution and regulatory change to drive competitiveness of the region’s industrial and commercial sectors, positioned as a global leader in the net zero transition as part of the WM Industrial Strategy.*
- 3.19 In 2021 the West Midlands declared itself a pathfinder for energy devolution. Off the back of the Coventry RESO project and other innovation projects, a clear case for increased devolution to the region and the importance of local agency in the regulation of the energy system had been uncovered.
- 3.20 In 2021, WMCA co-hosted the first Net Zero Leaders Summit. Attracting delegates from across the UK, including government ministers, local and regional leaders, business and industry leaders, the Summit positioned the region at the forefront of the energy and net zero policy. It also led to the establishment by government of the Local Net Zero Forum: a route for local and regional authorities to help shape policy nationally. This was closely followed by strong representation at COP26 where the region was able to position itself as a leader in net zero from technological revolutions to leadership in environment capital.
- 3.21 This is well complemented by the work of ‘Repowering the Black Country’ – who are supporting the decarbonisation of industry and leading the recently established Industrial Energy Taskforce. The decarbonisation of industry, with the region’s economic heartland resting in manufacturing and advanced engineering, will not only support net zero targets but also boost the region’s economic competitiveness – complementing the region’s work in attracting green investment (see Commitment 6 below).
- 3.22 **WMCA Commitment 5:**  
*Support changes in the way we travel through reduction in car usage and a much higher modal share of public transport and cycling. TfWM will continue to work with local authorities to deliver improvements to active travel and public transport as set out in the existing Local Transport Plan (LTP), Movement for Growth, as well as producing a new LTP aligned to WM2041.*
- 3.23 Good progress had been made in securing funding, such as the £1.3bn CRSTS programme, and delivering local commitments for schemes and services – from improving access to local bus services through subsidies, to the West Midlands Cycle Hire scheme, new railway stations, and alternative fuel public transport.
- 3.24 However, the overall pace required to meet the WM2041 ambition, and the overall scale of impact requires new approaches to transport policy at both a local and national level. The WMCA’s new Local Transport Plan (LTP) begins to set out what this would need to

look like. A key determinant of success will be the ability to build consensus among partners on the measures best suited to manage travel demand and encourage behaviour change towards increased use of net zero friendly modes of transport. Central government will also play a key role in supporting that – through policy and regulatory freedoms – and ongoing negotiations with government through the devolution deal will hopefully secure that.

3.25 One very positive area of progress has been around the electrification and roll-out of zero emission transport projects – an area of strong collaboration between local authorities and WMCA: with a 300-strong all-electric bus fleet in Coventry, and 124 hydrogen buses. This is complemented by the work around EVCATS (Electric Vehicle Charging Area Transit Stations) which will see 10 ultra-rapid recharging stations located on the key route network. With no station being further than 7 miles from the next, the network will cover 90% of the region’s residents and businesses – delivering more than 150kW charging speed.

3.26 **WMCA Commitment 6:**  
*Implement the Zero Carbon Homes Routemap which provides clear actions and targets for reducing operational, embodied and whole life emissions for new residential development.*

3.27 In January 2021, Housing & Land Delivery Board agreed WMCA’s Zero Carbon Homes (ZCH) Routemap. This set out a series of performance targets which would guide WMCA’s approach to meeting its commitment of delivering a ZCH standard by 2025, alongside recommendations for action to support this objective. These targets have been incorporated into the CA’s Single Commissioning Framework process and are used to communicate WMCA’s expectations of developers in terms of zero carbon performance on housing schemes, and to inform the appraisal of new applications for devolved housing and land funding.

3.28 Following on from this, in April 2022, the Housing & Land Delivery Board agreed to develop a ‘Future Homes Strategy’ to:

- accelerate delivery and investment in ZCH;
- support Advanced Manufacturing in Construction (AMC);
- accelerate roll-out across the region of Government’s Future Homes Standard.

3.29 The strategy will position the WMCA as a national leader in zero carbon construction and innovation, and by bringing the ZCH Routemap and Future Homes Strategy together will realise better building performance, reduced carbon, provide new supply chain opportunities, and reduce costs for homeowners.

3.30 In Summer 2023, WMCA will be finalising the Future Homes Strategy and Standard, to ensure zero carbon homes standards are embedded in the WMCA’s criteria for Housing and Land funds and investment decisions.

3.31 **WMCA Commitment 7:**  
*Work with stakeholders to secure inward investment that supports green growth, including a battery Gigafactory and electric vehicle charging facilities, powered by clean energy infrastructure.*

- 3.32 The low carbon industry is the region's fastest growing sector. In the last two years alone, 15 investment projects have been landed, creating over 500 new jobs in the fields of low carbon and future mobility. Colleagues in the WMCA's investment arm, the West Midlands Growth Company, are currently working on more than 60 other similar opportunities, undertaking investment missions to India, Singapore, Malaysia and Australia, with decarbonised transport a key sector in each location.
- 3.33 The range of investments supports many of our key regional industrial strengths, and crucially will underpin and support the delivery of key products and components of the drive to net zero. Recent and imminent investments include battery testing, electric drivetrain technology, sustainable packaging, zero-carbon heat pump technology, eVTOL transport, energy systems management. Meanwhile, work is ongoing to attract potential occupiers for the Coventry Airport Gigafactory site. Battery storage, recycling and innovation is one of the region's standout strengths and will be crucial in supporting the net zero energy transition.
- 3.34 **WMCA Commitment 8:**  
*Launch a Net Zero Business Pledge to enable businesses in the region to become champions and understand how they can play their part.*
- 3.35 The WM Net Zero Business Pledge was launched in 2021. Co-designed and developed with a range of local partners including Severn Trent Water, Lloyds bank, and partner authorities, the pledge has three fundamental aims:
- Support businesses on their journey to net zero
  - Encourage other businesses to adopt net zero practices
  - Share and celebrate best practice
- 3.36 To date, 93 businesses have signed up to the Pledge, and at current interest levels that figure should hit the 100-mark imminently. To provide better support and opportunities to share case studies and insights, the team are working to launch a new website in April 2023. Alongside the regular updates on funding opportunities and policy changes, the new website will carry a bespoke, user-friendly toolkit that regional businesses can use to help them with practical advice on achieving their net zero targets.
- 3.37 **WMCA Commitment 9:**  
*Establish a regional natural capital board to produce a natural capital plan for the West Midlands to increase forestry cover from 1.5 to 13% at a cost of £60m up to 2026.*
- 3.38 Working with a wide range of stakeholders, including national bodies such as DEFRA and Natural England, local authorities, nature partners and voluntary groups, in September 2021, WMCA published its Natural Environment Plan. These partners and key stakeholders will be, and are already proving to be, invaluable in delivering the plan's ambitions.
- 3.39 The Natural Environment Plan ([West Midlands Natural Environment Plan: 2021 - 2026 \(wmca.org.uk\)](https://www.wmca.org.uk)) contains a number of key goals:
- Establish a Community Green Grants programme to support community delivery of improved access to, and quality of, green and blue space;
  - Increase tree coverage through the West Midlands Virtual Forest;
  - Better capture data on the region's natural capital;

- Produce a Natural Capital Investment Plan to prioritise investment in the protection, restoration and enhancement of the region’s natural environment;
- Explore routes to increase biodiversity gain.

3.40 Since the launch of the Plan, under the Environment Act 2021, WMCA has been appointed as Responsible Authority for the delivery of the Local Nature Recovery Strategy (LNRS). Natural capital stakeholders will be required for the governance of this initiative, and will in effect become a Natural Capital Board. We are awaiting further guidance from DEFRA (due April 2023) on the LNRS regulations.

3.41 In the meantime, significant progress has already been made on several of the action points from the Natural Environment Plan. WMCA has set aside funding of £725,000 to support Community Green Grants. This has proved hugely popular and successful, with £343,749 already having been granted to community organisations from every local authority area in the region, and for projects ranging from the conversion of a car park to local green space, to the establishment of community allotments and a major award for improving the River Stour.

3.42 Proactive work to distribute trees to local residents through a variety of routes, and associated promotional and marketing activity has seen the WM Virtual Forest increase to over 280,000 trees. Not only does the Virtual Forest website provide an opportunity for people and organisations to register their trees, to show their contributions to the natural environment, it also contains helpful advice on planting and tree maintenance to ensure the longevity of any planting. The WMCA has also secured £300k from the Woodland Trust to establish the West Midlands Forest Partnership to accelerate tree planting.

3.43 **WMCA Commitment 10:**

*Work with stakeholders to develop and drive behaviour change initiatives across the region.*

3.44 In 2021, WMCA commissioned the Behavioural Insights team to provide a clear, evidence-based appraisal of how best to drive behaviour change in relation to the region’s environment and energy programme. That report has been the foundation for a range of initiatives that are seeking to both encourage and enable behaviour change. Programmes that we have developed:

- Carbon literacy training: 70 WMCA employees to date have secured accreditation through the scheme, and WMCA has become the first combined authority to receive bronze standard from the Carbon Literacy Trust. Through the Commonwealth Games legacy project, carbon literacy training is also available to 2,500 residents, and 300 people have already taken part.
- WMCA has established a ‘Greener Together Forum’ to provide the opportunity for local groups and residents to hear more about net zero and environmental programmes and insights, and a ‘Greener Together Citizens’ Panel’ will shortly be established with 30 representatives from across the region coming together to shape the WMCA’s environment and energy delivery programmes and policies.
- The first Natural Environment Awards, later in March, will showcase the work of businesses, community groups and public sector partners in enhancing the region’s natural environment: encouraging similar groups to play their part in this action.
- We have also recently secured just under £1m to run a WMCA-wide air quality behaviour change programme that will run from April 2023 – March 2025.

### 3.45 **WMCA Commitment 11:**

*Work with colleges, universities and employers to develop the skills and training programmes required to provide the work force for the net zero transition.*

3.46 A guiding principle of the region's net zero ambitions is that it must be a fair and just transition where nobody is left behind. We know that 140,000 jobs will need to transition during the period to 2041, as well as 92,000 new, green, jobs being created.

3.47 WMCA's Economic Delivery, Skills and Communities directorate is leading extensive work to ensure local residents – particularly in disadvantaged communities – can access these new skills and employment opportunities, and that employers are encouraged to transition their practices towards net zero and therefore invest in a skilled workforce.

3.48 A wide range of courses and bootcamps have been established, working in partnership with universities, colleges, private providers and local businesses. These include qualifications and training in retrofit, heat pump installation, cladding construction, electric vehicle maintenance, sustainable engineering, and smart energy transition, to name just a few.

## 4.0 **Conclusions**

4.1 Conclusions about our progress towards delivering our 2041 goals are that generally we are moving in the right direction, with increasing collaboration across the region, but that the pace of change still needs to increase to achieve the region's ambitions. Attempts to achieve this gear shift through the Trailblazing Devolution Deal negotiations with Government have been made, including an offer that the region takes devolved responsibility for achieving net zero alongside our Local Authority members.

4.2 Collecting data remains an important part of our ability to demonstrate impact and with Government statistics lagging by 2 years, the development of data dashboard will play a key role in raising awareness of what more needs to be done by the WMCA and partners across the region to keep us on track.

## 5.0 **Financial Implications**

5.1 There are no direct financial implications immediately arising out of the recommendations contained within this report, as this is a progress update report for Overview and Scrutiny Committee.

5.2 The FYP document estimated the indicative gross cost of transition to net zero during 2021-26 was £4.3bn, whilst the overall cost of the programme to 2041 was estimated at £15.3bn.

5.3 The FYP was clear that it would require investment through a variety of routes, including local authorities, central government, private sector investment as well as WMCA.

5.4 WMCA has successfully worked with local partners to attract more inward investment, and has been negotiating with government as part of the Trailblazer Devolution Deal; we are still awaiting this outcome.

## 6.0 Legal Implications

6.1 There are no direct legal implications immediately arising out of the recommendations contained within this report.

## 7.0 Equalities Implications

7.1 The equalities implications of this paper, and the activities it describes, will create net positive effects in terms of the impacts on citizens and communities. Underpinning all the work on WM2041 is the need for it to be a 'just transition' (deliberately mitigating the cost of changes for those least able to bear it) and it seeks to embed environmental goals as part of an overall approach to economic growth that is more inclusive.

## 8.0 Inclusive Growth Implications

8.1 WM2041 was established as a programme that had inclusive growth embedded within it and 'climate resilience' is one of the WMCA Inclusive Growth fundamentals. The commitment to transition to net zero in the WM2041 plans, as well as the alignment with the UN Sustainable Development Goals, underpin our whole approach to addressing climate change. This runs through the FYP, where we have highlighted co-benefits around addressing climate change. These range from reduction of fuel poverty through an extensive retrofit programme, through to natural capital solutions and widening access to green space for people across the region.

## 9.0 Geographical Area of Report's Implications

9.1 The WM2041 Five Year Plan affects the whole of the Combined Authority area with the team working proactively with both constituent and non-constituent authorities.

## 10.0 Other Implications

10.1 There are no further specific implications arising out of the recommendations contained within the report.

## 11.0 Schedule of Background Papers

WMCA Five Year Plan

[Five Year Plan \(wmca.org.uk\)](https://www.wmca.org.uk)

WMCA Natural Environment Plan

[Natural Environment Plan \(wmca.org.uk\)](https://www.wmca.org.uk)

Regional Energy Systems Operator

[ESC-RESO-Report-A4-v5AW.pdf \(s3.us-east-1.amazonaws.com\)](https://s3.us-east-1.amazonaws.com/ESC-RESO-Report-A4-v5AW.pdf)



## Overview & Scrutiny Committee

<b>Date</b>	13 March 2023
<b>Report title</b>	Grant Register
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority Email: <a href="mailto:laura.shoaf@wmca.org.uk">laura.shoaf@wmca.org.uk</a>
<b>Accountable Employee</b>	Linda Horne, Executive Director of Finance and Business Hub Email: <a href="mailto:linda.horne@wmca.org.uk">linda.horne@wmca.org.uk</a>

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

**The Overview & Scrutiny Committee is recommended to:**

- (1) Note and comment on grant register.

## **1. Purpose**

This paper provides an update on the grant register. This contains all current 'live' grants where the WMCA is the accountable body and captures a comprehensive total of grants, awarding body, time period for delivery and a description of what the grant delivers.

## **2. Grant Register Update**

2.1 The grant registers are attached as an appendix to this report.

2.2 The following new grants and amendments to existing grants have been added to the register since the last update to the Committee in January. The most significant grants are:

- Continued funding for Technical Bootcamps (£10.6m of total £15.1m allocation) and Thrive into Work (£7.9m) programmes.
- Confirmation of 2023/24 academic year allocations for Adult Education Budget (£132.7m) and Free Course for Jobs (£6.7m) in line with devolved funding agreement.
- Social Housing Fund of c.£14.9m awarded by DLUHC to work with local authorities and registered housing providers in the region on repairs and improvements to homes.
- ADEPT Live Lab 2 funding of £4m to set up a national Centre of Excellence for Materials Decarbonisation in conjunction with North Lanarkshire Council.

## **3. Legal Implications**

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

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

None

## **5. Equalities Implications**

None

## **6. Inclusive Growth Implications**

None

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

None

## **8. Other Implications**

None



**9. Schedule of Background Papers**

Appendix – grant register.

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**Revenue Grant Register**

Grant Name	Provider	Start Date	End Date	Total Grant Awarded In Full	Notes
21/22 Adult Education Budget (Devolution)	DfE	Annual		131,678,142	Devolved budget from DfE for delivery of adult education (19+) in West Midlands region
BSOG	DfT	Annual		1,792,259	A discretionary grant paid to operators of eligible local bus services to help them recover some of their fuel costs.
Emergency Active Travel Fund	DfT	Aug-20	Mar-23	3,765,980	Phase 1 of Active Travel Fund to support temporary walking and cycling schemes in response to Covid 19 pandemic
Intra-City Transport Settlements	DfT			9,900,000	Inter-city Free Fund (now CRST5)
Cycling for Everyone	DfT	Nov-21	Nov-22	2,000,000	Cycling for Everyone
Tourism, Trade & Investment	DCMS			13,200,000	An integrated programme of tourism, trade and investment jointly developed and to be jointly delivered by the West Midlands Growth Company, DCMS, DfT and Visit Britain. It will leverage the 2022 Commonwealth Games in Birmingham to deliver a legacy of economic benefits across the region.
British Film Institute	BFI	Apr-20	Mar-23	1,000,000	Activity delivered by Create Central. Delivery a programme of activities to support the continued growth of the region's screen sector heavily focused on the 'future of media', with innovation, digital infrastructure, immersive storytelling and digital employability programmes taking place amongst more traditional elements such as attracting film and TV production to the region and promoting the West Midlands screen sector on a global stage.
DWP - ESF Find Your Future	DWP	Nov-21	Dec-23	2,620,730	Tailored engagement and support project for residents that will enable those less likely to benefit from the opportunities provided by the Commonwealth Games and City of Culture to do so.
Digital Skills Retraining Pilot	DfE	Jun-19	Mar-23	5,000,000	Funding to support entitlement to digital skills training across the region.
Social Housing Decarbonisation Fund Wave 1	BEIS	Apr-22	Aug-23	1,337,142	Overall grant award of £7.51m
Sustainable Warmth	BEIS	Apr-22	Mar-23	260,000	Overall grant award of £2.86m
Future mobility Zones	DfT	Jun-19	Mar-23	2,000,000	The purpose of the Future Mobility Zones is to: trial new transport services modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport, improve integration of services, increase the availability of real-time data, and provide access to digital planning and payment options. The fund also aims to explore options for: providing mobility credits, or other low-cost options, for lower income households; and delivering efficiencies through shared (dynamic) demand responsive transport.
Supported Bus Services	DfT	Apr-20		879,836	Provided to as revenue support to help provide more bus services in areas by improving current services, restoring lost services or supporting new services
Bus Capacity Grant	DfT	Apr-20		100,000	Funding to support LTAs in developing local bus proposals as outlined in the National Bus Strategy (NBS), in particular, it is being offered to help LTAs towards the development of their Enhanced Partnership Schemes (EPS) or franchising scheme, and Bus Service Improvement Plans (BSIP) work, and to meet the timescales that go alongside that work.
22/23 AEB Devolution	DfE	Annual		131,875,523	Devolved budget from DfE for delivery of adult education (19+) in West Midlands region
22/23 Adult Education Budget Level 3	DfE	Annual		10,954,673	Devolved budget from DfE for delivery of level 3 education offer open to adults without an existing L3 qualification in West Midlands
National Lottery	National Lottery	May-21	Dec-22	834,669	The project is to support disadvantaged young people to access the Commonwealth Games Volunteering Programme delivered through the Jobs and Skills Academy. To use the Commonwealth Games brand and leverage to create more employment, training, and volunteering opportunities to support young people who have been hardest hit as a result of COVID-19. To engage with a minimum of 800 young people on JSA. To support a minimum of 280 young people into jobs. To support a minimum of 320 individuals to volunteer. To support a minimum of 64 individuals into specialist support.
LIS Energy Support	BEIS	Apr-22		163,900	Other positive outcomes for the young people will include accessing further training, access to Kickstart and Apprenticeships; personal development, the development and monitoring of soft skills. The outcome for each young person will be dependent on their bespoke plan.
Technical Bootcamps	DfE	Apr-22	Mar-23	11,250,000	Walsall Heat Network.
Tackling Loneliness through Transport Fund	DfT	May-22	May-23	460,469	Technical bootcamps 22-23 allocation of £11.25m in priority sectors of digital, technical, construction, green and HGV - with 10% to be used flexibly in other areas: Health and Social Care (inc Life Sciences); Creative Industries; Hospitality; Leadership and Management; Professional Services (inc Finance).
Black Country Cultural Capital Development	Arts Council England	Apr-22	Mar-25	725,000	The TLWT Fund offers grant funding to the public and charity sectors to run pilot transport schemes that aim to reduce loneliness. The pilots will be measured and evaluated rigorously, enabling DfT to understand more about how transport can be used to help reduce loneliness and to share these findings with organisations within and outside government.
DLUHC - Rough Sleeping Initiative	DLUHC	Apr-22	Mar-25	1,491,707	This grant is specifically marked to be spent in the Black Country, with the aim to support development of future cultural sector capital projects within Sandwell, Walsall, Wolverhampton and Dudley. The grant activity will specifically focus on developing capital project feasibility studies and business cases, together with some support resources for cultural organisation.
Multiply	DfE	Apr-22	Mar-23	5,069,133	3 year settlement to allow Authorities to build on the progress of previous funding interventions, moving increasingly from a focus on intervention to supporting long term recovery and preventing rough sleeping.
Bus Service Improvement Plan	DfT	Apr-22	Mar-23	18,352,626	Multi year grant allocation of 16.7m total funding over 3 years. Amount shown here is for year 1 only. Grant supports literacy and numeracy skills development activities in line with investment plan submitted to HMG
UK Shared Prosperity Fund	DLUHC	Apr-22	Mar-23	7,175,415	Multi year grant allocation of £87.8m total funding over 3 years. Amount shown here is for year 1 only. Grant supports transformation activities to support bus service improvement in line with investment plan submitted to DfT.
Technical Bootcamps Wave 4	DfE	Apr-23	Mar-24	10,605,000	UKSPF is a central pillar of this government's levelling up agenda, and replacement funding for the European Union Structural Funding. Funds will be spent in line with the investment plan submitted to government.
Thrive into Work	DWP	Feb-23	Mar-25	7,936,260	Continued support for Bootcamp activity. Amount reflects current amount confirmed via grant letter but total allocation is confirmed as £15.15m.
Active Travel Capability Fund	Active Travel England	Jan-23	Jan-24	3,456,000	Continued support for existing Thrive into Work employment scheme.
Local Government Cyber Security Resilience Fund	DLUHC	Jan-23		175,000	To support the better design, planning and development of cycling, wheeling and walking schemes in the region.
Adult Education Budget 23/24	DfE	Annual		132,719,329	To support digital and data requirements in this area
Free Courses for Jobs (Previously called Level 3 funding)	DfE	Annual		6,721,399	Devolved budget from DfE for delivery of adult education (19+) in West Midlands region
Air Quality Grant 22/23	DEFRA	Apr-23	Mar-25	778,531	Devolved budget from DfE for delivery of level 3 education offer open to adults without an existing L3 qualification in West Midlands
					Provision of sensors that monitor air particles PM2.5 and PM10.
<b>Specific Revenue/Devo Grants</b>					
Devo Deal Grant	MHCLG	Annual		36,500,000	Devolution Grant Deal (Investment Programme)
MHCLG - Office for Data Analytics	MHCLG	Apr-18	No end date	800,000	Devolution funding to support operational activities of ODA
Devo Housing Package	MHCLG	Apr-17		6,000,000	Revenue grants to support capital housing grant activity delivery
Brownfield Housing Fund	MHCLG	Apr-20		2,826,498	Revenue grants to support capital housing grant activity delivery
One Public Estate	LGA		Apr-22	1,246,141	Support OPE activity - drawn down by partners delivering OPE activity as required.
<b>Other Revenue Contributions</b>					
MHCLG -Brexit	MHCLG	Apr-18	No end date	1,375,059	
IPS Programme	DWP	Mar-17	Jun-22	2,059,911	

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Capital Grants Register

Grant Name	Provider	Date of grant Award Letter	Total Grant Awarded in full £	Notes
DfT - Major Scheme (Eastside / Edgbaston)	DfT	Apr-19	£ 187,559,779.00	Midland Metro Extensions
ITB WMCA	DfT	Apr-21	£ 17,755,000.00	Annual rolling settlement from DfT, rolled into CRSTS from 22/23. Funding is distributed to WMCA and all LAs on a formula basis which is agreed locally. The 21/22 annual value only is shown here.
Road National Productivity Investment Fund (NPIFF)	DfT	Sep-17	£ 17,055,000.00	National Productivity Investment Fund including projects in Birmingham (Growth Point Public Transport Package), Walsall (Economic Growth and Infrastructure Project) and Solihull (Strategic Cycle Network)
Clean Bus Technology	DfT	Feb-18	£ 5,987,750.00	Projects that work with bus operators or technology providers to retrofit buses to reduce emissions
Transforming Cities Fund	DfT	Annually	£ 250,000,000.00	The purpose of the Transforming Cities Fund is to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in the West Midlands. No detailed constraints as to what it can be spent on, but the WMCA should have regard to the national objectives of the Fund. Programme agreed Nov 2018. Additional £71.5m TCF2 now funded through CRSTS)
Joint Air Quality	DfT	Jan-19	£ 3,456,520.00	Fund retrofit buses with kits that tackle exhaust emission in Birmingham
Association of Directors Environment Economy, Place & Travel (ADEPT) Live Labs	DfT	Jul-19	£ 2,650,000.00	Network Resilience Live Lab funding covering the transport network to build up a detailed picture of traffic and transport movements around the region through collection of data
Opening LA Transport Data Competition	DfT	Pre 18/19	£ 100,000.00	Data / Technology
Future mobility Zones	DfT	Jun-19	£ 20,000,000.00	The purpose of the Future Mobility Zones is to: trial new transport services modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport; improve integration of services; increase the availability of real-time data; and provide access to digital planning and payment options. The fund also aims to explore options for: providing mobility credits, or other low-cost options, for lower income households; and delivering efficiencies through shared (dynamic) demand responsive transport.
TRWM Bus Priority	DfT	Jul-20	£ 24,225,000.00	Funding bus priority measures in Birmingham City Centre and between Dudley and Druids Heath.
Emergency Active Travel Fund	DfT	Nov-20	£ 13,182,667.00	Phase 2 of Active Travel Fund to support longer term walking and cycling schemes (Phase 1 classed as revenue grant)
Active Travel Fund (Tranche 3)	DfT	Mar-22	£ 17,250,000.00	Phase 3 of Active Travel Fund to support longer term walking and cycling schemes
All Electric Bus Town Competition (Coventry) (AEBT)	DfT	Mar-21	£ 50,000,000.00	Coventry All Electric Bus City project
Zero Emissions Bus Regional Areas (ZEBRA)	DfT	Mar-22	£ 30,383,250.00	Grant to deliver 124 hydrogen buses plus associated infrastructure in the region
City Region Sustainable Transport Summary (CRSTS)	DfT	Apr-22	£ 1,050,000,000.00	Supporting inclusive economic growth, provide better connections between places and encourage more people to use sustainable and zero-carbon transport
West Midlands Land Fund	MHCLG	Apr-18	£ 100,000,000.00	Quarterly reporting to MHCLG as part of the grant. This is against the outputs specific to Housing of 8,000 homes and the wider West Midlands target of 215,000 homes by 2031, which includes outputs from the Local Authorities
Brownfield Housing Fund	MHCLG	Apr-20	£ 125,381,582.00	Quarterly reporting to MHCLG on the outputs of this grant. Deliver between 7,714 and 9,773 homes.
Brownfield Housing Fund Extension	MHCLG	Mar-22	£ 17,350,000.00	Extension agreed to the Brownfield Housing Fund March 2022.
Sustainable Warmth Competition	BEIS	Mar-22	£ 2,600,000.00	Upgrade homes to a target energy efficiency rating
BEIS Social Decarbonisation Fund	BEIS	Feb-22	£ 6,174,205.00	Improve the energy performance of social rented homes
Metro Birmingham Eastside Extension	EZ	n/a	£ 18,000.00	Enterprise Zone funding
University Hospital Birmingham - University Station	3rd Party	Aug-20	£ 5,000,000.00	Delivery of University Station build.
Rail Network Enhancement Pipeline (RNEP) Funding	DfT	Oct-21	£ 39,650,000.00	Rail Station Development-Package 1 Walsall - Wolverhampton
Rail Network Enhancement Pipeline (RNEP) Funding	DfT	Oct-21	£ 19,350,000.00	Rail Station Development-Package 2 Camp Hill
PB - Highways England	Highways Engle	n/a	£ 86,400.00	Relates to HS2 Modelling Framework
Public Realm Schemes	BCC	Jun-22	£ 606,543.00	Enhance public realms for Commonwealth Games
A435 Alcester Rd Bus Priority Revitalisation	BCC	21/22	£ 154,000.00	A435 Alcester Rd Bus Priority Revitalisation
Clear Air Zone	BCC	Mar-22	£ 5,218,000.00	Rail Station Development-Package 2 Camp Hill
Rail Development	Walsall MBC	21/22	£ 68,000.00	Rail Station Development-Package 1 Walsall - Wolverhampton
Air Quality	Defra	Mar-22	£ 990,000.00	Develop and/or implement measures that deliver air quality benefits in the near future (one to two years), projects which develop solutions over the longer term by increasing awareness to encourage behavioural changes, and new, innovative ideas if they will successfully and as closely as possible meet the needs and objectives of the Applicant's local area.
LA - Birmingham	LA	n/a	£ 14,279,629.00	Rail funding = £8.983m BCC funding for Perry Barr = £5.083m BCC funding for University = £3.9m BCC funding for Package 2 = £5.2m
UK Shared Prosperity Fund - capital element	DLUHC	Dec-22	£ 3,593,755.00	Capital allocation for 22/23 of UKSPF Fund
Social Housing Fund	DLUHC	Feb-23	c. £14,900,000	Working with local authorities and registered housing provider for repairs and improvements to properties to raise homes to 'Decent Homes Standard'. Works may include insulation, replacement of doors and windows, roofing repairs, reduction of mould and damp and repairs/replacements to ineffective heating systems.
Air Quality Grant 22/23	DEFRA	Feb-23	£ 140,000.00	Provision of sensors that monitor air particles PM2.5 and PM10.
ADEPT LIVE LAB 2 - Highways CO2laboration centre	DfT	Feb-23	£ 4,035,000.00	The UK CO2laboration Centre of Excellence for Materials Decarbonisation will be a single centre based across two campuses: a physical centre based in Birmingham and a virtual centre hosted by North Lanarkshire Council. It will provide a centralised hub for research and innovation for the decarbonisation of local roads materials, developing a knowledge bank, real-life conditions testing and sharing and learning insights.
CCAV - MACAM	Innovate UK	Nov-23	£ 1,485,000.00	Part of wider automated public transport demonstrator project to prove viability of services.
CCAV - EBNS Feasibility Study	Innovate UK	Nov-23	£ 55,000.00	Feasibility project looking at how Connected and Autonomous Mobility technologies could be used in East Birmingham and North Solihull. Part of larger project.

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**West Midlands  
Combined Authority**

## **Transport Scrutiny Sub-Committee**

**Monday 6 February 2023 at 3.00 pm**

### **Minutes**

#### **Present**

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Chaman Lal (Vice-Chair)	Birmingham City Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council
Councillor Karen Simms	Sandwell Metropolitan Borough Council
Councillor Rupinder Singh	Coventry City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

#### **In Attendance**

Pete Bond	Director of Integrated Transport Services
Helen Edwards	Director of Law and Governance
Dan Essex	Governance Services Manager
Steve Hayes	Head of Network Transformation
Lyndsey Roberts	Scrutiny Officer
Anne Shaw	Executive Director of Transport for West Midlands
Councillor Jackie Taylor	Sandwell Metropolitan Borough Council

#### **Item Title No.**

#### **88. Apologies for Absence**

An apology for absence was received from Councillor Vera Waters (Walsall).

#### **89. Minutes - 24 November 2022**

The minutes of the meeting held on 24 November 2022 were agreed as a correct record.

#### **90. Question Time - Transport Policy: Response from the Portfolio Lead Member for Transport**

The sub-committee received a response in respect of the observations it had identified following the Q&A session on 13 October 2022 that was based on transport policy related matters.

The Chair explained that on 16 December 2022, the WMCA Board considered a report on the Commonwealth Games Legacy Fund and noted that a further report setting out the next steps and intended decisions was anticipated to be presented to the board in January 2023. The Chair agreed to liaise with the Chief Executive regarding the legacy programme and timescales.

Councillor Rupinder Singh stressed the importance of cross boundary travel for school aged children and whilst the challenges of this was recognised, he considered that more could be done to enable an affordable, seamless journey to school. The Director of Integrated Transport Services referred to the significant work being undertaken regarding the in-conurbation ticketing arrangements and assured members that further dialogue would be held with non-constituent colleagues regarding cross boundary travel for school aged children.

Resolved:

The response received from the Portfolio Lead Member for Transport to the observations identified by the Transport Scrutiny Sub-Committee following the Q&A on 13 October 2022 be noted.

**91. Transport Governance Review Update**

The sub-committee received a presentation from the Director of Law & Governance on the latest position regarding the transport governance review.

The Director of Law & Governance provided an overview of the terms of reference for the review and explained that the review would provide clarity on roles and responsibilities, consistency and alignment with other WMCA boards and committees, simplification, clear lines of accountability and transparency of the transport decision-making arrangements within the WMCA.

The sub-committee discussed and shared comments on the current political transport governance structure, the importance of the public voice in the WMCA's transport decision-making process and the need for further engagement with young people. The Chair also sought clarity on the consultation process, formulation of the recommendations and timescales.

In terms of next steps, a draft report on the emerging recommendations would be submitted to the next meeting of the sub-committee on 16 March 2023, for consideration.

Resolved:

The observations of the Transport Scrutiny Sub-Committee be noted.

**92. Future Bus Delivery Options (Including Franchising)**

The sub-committee considered a report of the Director of Transport Services that provided an update on the measures Transport for West Midlands was undertaking to address ongoing challenges in delivering bus services that met the ambitions of the region's Vision for Bus, including ongoing Enhanced Partnership and a Full Franchising Assessment.

In 2019, the WMCA approved the West Midlands Vision for Bus that set out the ambition of the region's bus network. The WMCA had requested that Transport for West Midlands developed an Outline Business Case to assess



available options for delivery based on Enhanced Partnership and Bus Franchising powers provided under the Bus Services Act 2017.

The Head of Network Transformation outlined some of the potential challenges associated with the introduction of a Bus Franchising model across the region and explained that Transport for West Midlands had employed consultants with the appropriate expertise around bus regulations to support the assessment to avoid any potential legal challenges if franchising was pursued.

As part of the bus franchising assessment members considered that there needed to be a regime to access data to enable the evaluation and comparison of passenger information including, race, gender and location. The importance of equality impact assessments was also emphasised. Councillor Martin McCarthy enquired about the challenges and lessons learnt from the current bus partnership model and asked whether these were documented to ensure future improvements and the identification of any systemic issues.

Resolved:

The observations of the Transport Scrutiny Sub-Committee be noted.

**93. Pre-Decision: West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' - Final Core Strategy and draft Big Moves and draft Area Strategy Guidance**

The committee considered a report of the Executive Director for Transport for West Midlands on the final version of the West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' Core Strategy as the first element of the new West Midlands Local Transport Plan.

In terms of engagement on the strategy, it was considered that there needed to be a creative approach to connect with younger members of the public and that were representative of the region. With regards to encouraging behaviour change, Councillor Barbara McGarrity suggested that the inclusion of additional information within the Council Tax leaflet could potentially help to raise awareness of the personal benefits of modal change. The Chair added that creative solutions also need to be sought as to how retail outlets supported and encouraged its customers to use alternative modes of transport to access its facility.

The sub-committee discussed and shared comments on the importance of consumer affordability within the strategy, the withdrawal of the eScooter trial, the provision of infrastructure to accommodate alternative modes of transport, managing demand and benchmarking.

Resolved:

- (1) The Transport Scrutiny Sub-Committee support the approval of the recommendations contained with the report and being considered by the WMCA Board at its meeting on 10 February 2023.

- (2) The observations of the Transport Scrutiny Sub-Committee regarding consumer affordability, the need for widespread and creative engagement and benchmarking be noted.

**94. Work Programme**

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

Resolved:

The programme be noted.

**95. Date of Next Meeting**

Thursday 16 February 2023 at 10:00am (Q&A: Transport Delivery related matters).

The meeting ended at 5.00 pm.



**Transport Scrutiny Sub-Committee**

**Thursday 16 February 2023 at 10.00 am**

**Minutes**

**Present**

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Chaman Lal (Vice-Chair)	Birmingham City Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council
Councillor Rupinder Singh	Coventry City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Jackie Taylor	Sandwell Metropolitan Borough Council
Councillor Vera Waters	Walsall Metropolitan Borough Council

**In Attendance**

Pete Bond	Director of Integrated Transport Services
Dan Essex	Governance Services Manager
Lyndsey Roberts	Scrutiny Officer
Kate Taylor	Head of Finance Business Partnering and Strategic Planning

**Item Title**  
**No.**

**1. Welcome and Introductions**

The Chair welcomed the Chair of Transport Delivery Committee and members of the sub-committee to the meeting that would focus on transport delivery related matters.

**2. Apologies for Absence**

An apology for absence was received from Councillor Karen Simms (Sandwell).

**3. Questions to the Chair of the Transport Delivery Committee**

The sub-committee pursued a number of general lines of enquiry with the Chair of the Transport Delivery Committee, including strengthening the relationship between scrutiny and the delivery monitoring functions of the WMCA, the monitoring of capital programme schemes and holding Transport for West Midlands and arm's length companies to account.

The transport governance review would provide clarity and simplification within the transport governance decision-making arrangements. It was envisaged that the outcome of the review would be considered by the WMCA Board in June 2023. Members shared their views on the effectiveness of the

current arrangements and highlighted the need for a structure that was clear, simple and robust enough to hold transport decision makers to account. The Chair sought clarification as to how the formulation of the recommendations would be progressed, the consultation process and timescales.

In addition, it was considered that it would be useful to hold a joint training event with Overview & Scrutiny Committee and Transport Delivery Committee at the start of each municipal year to ensure that there was a clear understanding of their specific roles and responsibilities (including arm's length companies) and on the transport priorities and challenges for the year.

Regarding wider public engagement on transport policy and delivery matters, members stressed the importance of the need to be more creative to connect with members of the public that were representative of the region and, in particular, young people.

The sub-committee enquired about the delivery of the Wolverhampton metro extension and questioned whether the Transport Delivery Committee had visibility of the overspend on the scheme which had resulted in a breach of financial regulations. The Head of Finance Business Partnering & Strategic Planning added that the breach was currently subject to an independent investigation. The Chair of the Transport Delivery Committee explained that he was not aware of the breach prior to it being reported to the WMCA Board in December 2022. Councillor Barbara McGarrity expressed her disappointment at the length of time it was taking to deliver the scheme and on the lack of visibility and transparency.

In response to a question raised concerning the relationship between the Transport Delivery Committee and transport operators, the Chair of the Transport Delivery Committee explained the current ways of working and the committee's ability to influence service delivery matters through a series of partnerships, including the West Midlands Bus Alliance. He also stressed the importance of the continuation of Government funding to enable members of the public to receive a well maintained and developed transport network.

The sub-committee discussed and shared comments on the use of public transport vs car ownership, safety and security on the network, flexibility and connectivity, complaints handling procedures and Transport for West Midlands' oversight and monitoring of passenger complaints.

In relation to the oversight of arm's length companies, the Chair of the Transport Delivery Committee considered that the current delivery arrangements in respect of Midland Metro Ltd needed to be reviewed. The Chair added that the governance and assurance arrangements for arm's length companies had previously been reviewed by the Audit, Risk & Assurance Committee and agreed to meet with Mark Smith, Chair of that committee to discuss this matter further.

Recommended:

The following recommendations be shared with the Overview & Scrutiny Committee and the appropriate officers for consideration and response:

**(1) Transport Governance Review**

The Transport Delivery Committee and Transport Scrutiny Sub-Committee to provide joint evidence to the transport governance review in relation to their respective future roles and responsibilities. Clarification was also to be provided as to how the formulation of the recommendations would be progressed, the consultation process and timescales.

**(2) Transport Delivery Committee and Scrutiny Training**

To ensure that there was a clear understanding of roles and responsibilities (including those of arm's length companies) and on the transport priorities and challenges for the forthcoming year, a joint training session with Transport Delivery Committee and Transport Scrutiny Sub-Committee to be held at the start of each municipal year.

**(3) Relationships: Transport for West Midlands and the WMCA's Scrutiny function**

Whilst it was recognised that the relationship between the Transport Delivery Committee and Transport for West Midlands had developed, it was considered that improvements needed to be made regarding the relationship between Transport for West Midlands and the WMCA's scrutiny function, which would help to support the formulation of an effective strategic work programme.

**(4) Capital Programme Schemes - Wolverhampton Metro Extension**

The sub-committee stressed the importance of ensuring that appropriate visibility and awareness was provided to the appropriate member meetings to ensure that councillors were sighted on instances where significant project overspend had occurred to ensure that lessons were learnt and appropriate mitigation measures implemented.

**(5) Review & Oversight of Arm's Length Companies**

The sub-committee sought clarification of the accountability and transparency arrangements in place for all arm's length companies.

**4. Date of Next Meeting**

Thursday 16 March 2023 at 10:00am

The meeting ended at 5:00pm.

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**WMCA Overview & Scrutiny Committee – Work Programme 2023/2024**

<b>Title of Report</b>	<b>Description of Purpose</b>	<b>Date of Meeting</b>	<b>Lead Officer/Member</b>
<b>Future Meetings 2023/24</b>			
WMCA Priorities and Challenges 2023/24	To understand the WMCA's priorities for 2023/24 and forthcoming challenges.	July 2023	Laura Shoaf
Trailblazer Devolution Deal - Public Consultation	To discuss and consider whether the trailblazer devolution deal meets the WMCA's aspirations.	June/July 2023	Ed Cox/ Trailblazer Devolution Team
Grant Register	To receive and review the Grant Register.	July 2023	Kate Taylor
Integration of the Local Enterprise Partnerships – Progress Update	To consider progress on the Integration of the Local Enterprise Partnerships.	TBC	Helen Edwards
Trailblazer Devolution Deal Implementation	To consider the planned implementation of the Trailblazer Devolution Deal priorities and how best to	TBC	Ed Cox/ Trailblazer Devolution Team

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
	scrutinise their delivery going forward.		
Affordable Housing Delivery Pilot – Update	To receive an update on the progress being made with the delivery of the Affordable Housing Delivery Pilot including an outline of the governance process followed.	TBC	Rob Lamond

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# West Midlands Combined Authority

## Forward Plan

## Forthcoming key decisions

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Portfolio Lead	Employee to contact:
<b>Regional Activity &amp; Delivery Update</b> To provide an update on the activity and delivery across the region since the last meeting	WMCA Board 17 March 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
<b>Financial Monitoring 2022/23</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.	WMCA Board 17 March 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	Linda Horne Executive Director of Finance & Business Hub
<b>Review of the West Midlands Growth Company</b> To Review the West Midlands Growth Company	WMCA Board 17 March 2023	Open	Andy Street Mayor	Dr Julie Nugent Executive Director of Economy, Skills & Communities
<b>Commonwealth Games Legacy Fund</b> To consider a report in relation to the Commonwealth Games Legacy Fund.	WMCA Board 17 March 2023	Open	Councillor Bob Sleigh Deputy Mayor	Melissa Brown Head of Policy & Public Affairs
<b>Race Equalities Taskforce Action Plan</b> To approve the action plan.	WMCA Board 17 March 2023	Open	Councillor Kerrie Carmichael Inclusive Communities Portfolio Lead	Claire Dhami Head of Systems Change and Inclusion

<p><b>City Region Sustainable Transport Settlement - Metro Line 1 Business Case</b> To consider the business case for essential renewal work to core elements of the existing line, including sections of key systems to ensure they continued to function correctly and avoided interruption to the service on the current routes.</p>	<p>WMCA Board 17 March 2023</p>	<p>Open</p>	<p>Councillor Ian Ward Transport Portfolio Lead</p>	<p>Anne Shaw Executive Director of Transport for West Midlands</p>
<p><b>City Region Sustainable Transport Settlement and Capital Pressures</b> Setting out the formal annual return to Department for Transport on the City Region Sustainable Transport Settlement and addressing the formal Change Control Submission submitted to Department for Transport.</p>	<p>WMCA Board 17 March 2023</p>	<p>Open</p>	<p>Councillor Ian Ward Transport Portfolio Lead</p>	<p>Anne Shaw Executive Director of Transport for West Midlands</p>
<p><b>Appointment of WMCA Boards and Committees 2023/24</b> To approve consider the appointments to boards, chairs and meetings dates for 2023/24.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Helen Edwards Director of Law and Governance</p>
<p><b>Transport Governance Review</b> To consider the recommendations arising out of the review of the WMCA's transport governance.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Bob Sleigh Deputy Mayor</p>	<p>Helen Edwards Director of Law and Governance</p>
<p><b>Overview and Scrutiny Annual Report</b> To consider a report setting out the activity of overview &amp; scrutiny during 2022/23.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Bob Sleigh Deputy Mayor</p>	<p>Helen Edwards Director of Law and Governance</p>
<p><b>Financial Monitoring 2022/23</b> To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Bob Sleigh Finance Portfolio Lead</p>	<p>Linda Horne Executive Director of Finance &amp; Business Hub</p>

<p><b>Supported Travel Policies Review</b> A report setting out the WMCA's existing policies for directly supporting public transport and other sustainable travel options, including recommendations for options to refine these in the context of wider policy considerations.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Ian Ward Transport Portfolio Lead</p>	<p>Helen Davies, Mike Waters Principal Policy and Strategy Officer - TfWM, Director of Policy, Strategy and Innovation - TfWM</p>
<p><b>City Region Sustainable Transport Settlement Annual Report</b> A report setting out the progress over the first year of the City Region Sustainable Transport Settlement programme and key matters and decisions arising for the remainder of the programme.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Ian Ward Transport Portfolio Lead</p>	<p>Mike Waters Director of Policy, Strategy and Innovation - TfWM</p>
<p><b>Wednesbury - Brierley Hill Metro Extension Funding Mitigation Measures</b> To consider the latest progress in securing the mitigation measures for addressing the funding gap identified for phase 1 of the project and to close the funding gap for the full scheme.</p>	<p>WMCA Board 9 June 2023</p>	<p>Fully exempt</p>	<p>Councillor Ian Ward Transport Portfolio Lead</p>	<p>Anne Shaw Executive Director of Transport for West Midlands</p>

## The Forward Plan

This document sets out known 'key decisions' that will be taken by the West Midlands Combined Authority (WMCA) over the coming months.

Forthcoming key decisions are published online to meet the statutory 28 day notification rule for each meeting where a key decision will be taken. Where it has not been possible to meet the 28 day rule for publication of notice of a key decision or an intention to meet in private, the relevant notices will be published as required by legislation as soon as possible.

### What is a key decision?

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A 'key decision' means a decision of the Mayor, WMCA or officer which is likely:

- (a) to result in the WMCA incurring expenditure, making savings or generating income amounting to £1m or more; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the WMCA

The report relating to a decision, together with any other documents being considered, will be available five clear working days before the decision is to be taken (unless the documentation contains exempt information).

The forward plan also provides notice of when the WMCA may decide to exclude the press and public during consideration of a particular matter due to the potential for disclosure of confidential or exempt

information. The grounds upon which local authorities can exclude the press and public are specified by law and details of the exempt categories are available on request from the Governance Services team ([governance.services@wmca.org.uk](mailto:governance.services@wmca.org.uk)).

Councillors or members of the public wishing to:

- make a representation about why a matter should be heard in public, or
- submit information to the decision-making body about an item in the forward plan, or
- request details of relevant documents, or
- seek advice about the WMCA's decision-making arrangements,

should contact the Governance Services team: [governance.services@wmca.org.uk](mailto:governance.services@wmca.org.uk)