



WMCA Board

Date: Friday 17 March 2023

Time: 11.00 am **Public meeting** Yes

Venue: Council Chamber, City of Wolverhampton Council, Civic Centre, St Peter's Square, Wolverhampton, WV1 1SH

Membership

Constituent Members

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

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

Appointing Authority

Mayor of the West Midlands Combined Authority
Solihull Metropolitan Borough Council

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

Non-Constituent Members

Anita Bhalla

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

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

Councillor David A Wright

Observers Awaiting Membership

Councillor Andrew Day
Mandy Thorn

Warwick District Council
The Marches Local Enterprise Partnership

Co-Opted Member

Lee Barron

Midlands Trades Union Congress

Observer Members

Councillor Greg Brackenridge
Simon Foster

West Midlands Fire Authority
West Midlands Police & Crime Commissioner

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

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

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

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Chair's Remarks (if any)	Chair	None
4.	Minutes - 10 February 2023	Chair	1 - 10
5.	Forward Plan	Chair	11 - 18
6.	Regional Activity & Delivery Update	Chair	Verbal Report
Finance			
7.	Financial Monitoring Report 2022/23	Councillor Bob Sleigh	19 - 66
Economy & Innovation			
8.	West Midlands Growth Company Review	Chair	67 - 96
9.	Commonwealth Games Legacy Funding	Councillor Bob Sleigh	97 - 106
Inclusive Communities			
10.	West Midlands Race Equalities Taskforce - Independent Strategy	Councillor Kerrie Carmichael	107 - 166
Transport			
11.	Transport for West Midlands Capital Pressures	Councillor Ian Ward / Councillor Bob Sleigh	167 - 174
12.	Full Business Case Approval for Spend Under City Region Sustainable Transport Settlement Metro Line 1 Renewals	Councillor Ian Ward	175 - 182
Minutes			

13.	Transport Delivery Committee - 6 February 2023	Councillor Mary Locke	183 - 188
14.	Economic Growth Board - 15 February 2023	Councillor Bob Sleigh	189 - 200
15.	Wellbeing Board - 6 March 2023	Councillor Izzi Seccombe	201 - 204
16.	Young Combined Authority - March Update	Simran Johal / Hamaam Shire	205 - 206
Items of Private Business			
17.	Exclusion of the Public and Press [In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business as it was likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.]	Chair	None
Transport			
18.	Transport for West Midlands Capital Pressures - Appendices [Private appendices relating to agenda item no. 11 above.]	Councillor Ian Ward / Councillor Bob Sleigh	207 - 208
Date of Next Meeting			
19.	Friday 9 June 2023 at 11.00am	Chair	None



**West Midlands
Combined Authority**

WMCA Board

Friday 10 February 2023 at 11.00 am

Minutes

Constituent Members

Andy Street (Chair)	Mayor of the West Midlands Combined Authority
Councillor Bob Sleight (Vice-Chair)	Solihull Metropolitan Borough Council
Councillor Mike Bird	Walsall Metropolitan Borough Council
Councillor Kerrie Carmichael	Sandwell Metropolitan Borough Council
Councillor Steve Clark	Dudley Metropolitan Borough Council
Councillor Ian Courts	Solihull Metropolitan Borough Council
Councillor George Duggins	Coventry City Council
Councillor Patrick Harley	Dudley Metropolitan Borough Council
Councillor Abdul Khan	Coventry City Council
Councillor Stephen Simkins	City of Wolverhampton Council
Councillor Ian Ward	Birmingham City Council

Non-Constituent Members

Councillor Matthew Dormer	Redditch Borough Council
Councillor Tony Jefferson	Stratford-on-Avon District Council
Tom Westley	Black Country Local Enterprise Partnership
Councillor Kristofer Wilson	Nuneaton & Bedworth Borough Council

Co-Opted Member

Rob Johnson	Midlands Trades Union Congress
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In Attendance

Councillor Cathy Bayton	Overview & Scrutiny Committee
Mark Smith	Audit, Risk & Assurance Committee
Councillor Richard Worrall	Transport Delivery Committee

100. Apologies for Absence

Apologies for absence were received from Anita Bhalla (Greater Birmingham & Solihull LEP), Councillor Ian Brookfield (Wolverhampton), Councillor Brigid Jones (Birmingham), Councillor Shaun Davies (Telford & Wrekin), Councillor Olivia Lyons (Cannock Chase), Councillor Izzi Seccombe (Warwickshire) and Sarah Windrum (Coventry & Warwickshire LEP).

101. Chair's Remarks

(a) Councillor Ian Brookfield

The Chair noted that Councillor Ian Brookfield was currently undergoing a period of ill health and, on behalf of the board, offered his best wishes to him for a full recovery.

(b) Deborah Hindson and Paul Johnson

The Chair welcomed Deborah Hindson (Walsall) and Paul Johnson (Solihull) who were attending their first board meeting following their appointments as Interim Chief Executive of their respective authorities.

102. Minutes - 13 January 2023

The minutes of the meeting held on 13 January 2023 were agreed as a correct record.

103. Forward Plan

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

104. Regional Activity & Delivery Update

The board received an update from the Chief Executive on recent activity of the WMCA, including new Government funding that had been secured for social housing, the Live Labs 2 bid secured, training courses being delivered in Solihull and Wolverhampton to help address labour shortages within the equine industry, and the £150m investment by National Express in 300 UK made electric zero emission buses.

The board was also informed of regional trends, including the impact of inflation on core goods and services, and the impact of vacancies within the labour market.

Councillor Ian Courts welcomed the securing of funding for the UK Centre of Excellence for Materials Decarbonisation. He highlighted the recent jobs fare held in Solihull that had attracted over 1,000 people and over 50 businesses, pointing to the fact that there were many people looking at changing their careers or looking for new opportunities. Councillor Stephen Simkins stressed the importance of matching people to skills and the role of local authorities in this work. The Executive Director for Economic Delivery, Skills & Communities undertook to meet with Councillor Stephen Simkins to brief him on how the WMCA's current skills budget was used, along with the skills 'asks' likely to be included within the upcoming Trailblazer Devolution Deal.

Resolved:

That the update be noted.

105. WMCA Budget 2023/24

The board considered a report of the Executive Director of Finance & Business Hub presenting the final budget for consideration. A draft budget was presented to, and approved by, the WMCA Board at its meeting on 13 January.

The report represented the final stage of the budget setting process for the WMCA and incorporated the final revenue and capital budget for 2023/24, as well as the associated policies as required by statute. There were no changes from the overall financial plans as included within the draft budget report that was considered on 13 January. The report had been prepared in advance of the Chancellor of the Exchequer's next budget, setting out the Government's tax and spending plans, which was scheduled to be held on 15 March. The WMCA would continue to monitor any announcements made by the Government in relation to any further funding made available to support the region.

Councillor Ian Ward noted that the WMCA's levels of reserves of 1.3% were below the typical level for general fund reserves of between 3% - 5% of expenditure. He requested a report to a future meeting setting out further details on this, including clarity on the liabilities of individual constituent authorities should the circumstances ever arise when they were required to meet the WMCA's liabilities.

Councillor Stephen Simkins stressed the importance of ensuring that the WMCA had a long term balanced budget. The Executive Director of Finance & Business Hub reported that work was currently being undertaken on this and she expected to hold meetings with constituent authority leaders during the next six months to address these concerns.

Resolved:

- (1) The West Midlands Combined Authority consolidated revenue budget be approved, including:
 - (a) the budget requirement for transport delivery 2023/24 comprising three elements:
 - (i) £119.4m to be funded from the existing transport levy mechanism;
 - (ii) Use of £4.7m business rates retention income;
 - (iii) A transfer from earmarked reserves of £9.2m.
 - (b) the budget requirement for portfolio delivery in 2023/24 of £170.4m comprising of six elements:
 - (i) £140.6m adult education (including level 3) spending to be funded from adult education budget funding devolved by the Department for Education;
 - (ii) £16.1m to be funded from other devolution deal grants;
 - (iii) £1.3m to be funded from other income, notably investments;

- (iv) £4.6m to be funded from constituent authority fees (fees to remain at the same level as 2022/23);
 - (v) £400,000 to be funded from non-constituent authority and observer fees (fees to remain at the same level as 2022/23);
 - (vi) Use of £7.3m business rates retention income.
- (2) The Mayoral Office budget for 2023/24 of £900,000, to be funded from additional mayoral capacity funding, be approved.
- (3) The first year (2023/24) of the indicative WMCA capital programme, totalling £805.1m, be approved, noting the indicative onward programme thereafter.
- (4) The planned spend on the investment programme over the period be noted.
- (5) It be noted that there would be no mayoral precept during 2023/24.
- (6) The WMCA's ongoing commitment to work with the Mayor and Leaders to discuss future funding for the WMCA during 2023, including the need to review local choice transport policies, be noted.
- (7) Authority be delegated to the Director of Finance & Business Hub, in consultation with the Portfolio Lead for Finance, to make any final changes that may result from the final local government finance settlement.
- (8) The following policies and strategies, which contained items as required by statute, be approved:
 - (a) The WMCA Treasury Management Policy Statement;
 - (b) The WMCA Treasury Management Strategy, including the 2023/24 Investment Strategy and criteria for specified and non-specified investments;
 - (c) The WMCA Treasury Management Practice;
 - (d) The WMCA Capital Strategy and Minimum Revenue Provision Statement.
 - (e) The WMCA Pay Policy Statement.

[In accordance with the requirements of the Combined Authorities (Finance) Order 2017, the Mayor and constituent authority members voted on these resolutions as follows:

FOR (11): Andy Street, Councillor Mike Bird, Councillor Kerrie Carmichael, Councillor Steve Clark, Councillor Ian Courts, Councillor George Duggins, Councillor Patrick Harley, Councillor Abdul Khan, Councillor Stephen Simkins, Councillor Bob Sleigh and Councillor Ian Ward.

AGAINST (0): none.]

106. HS2 Growth Delivery Programme

The board considered a report of the Head of Transport Implementation on the actions and activities over the last twelve months by the HS2 Regional Enterprise Board and the workstreams that supported the delivery of the WMCA HS2 programme.

In a refresh of the programme governance, approved by the WMCA Board on 23 July 2021, it was agreed that the WMCA HS2 Regional Enterprise Board would focus on six key opportunities. These would ensure that the region sought to maximise the benefits of not just the construction and future operation of HS2, but also the wider economic benefits that could be realised. Over the last 12 months, considerable progress had been made with both the release of data from HS2 Ltd, and with the delivery of employment and training support across the entire region. There had also seen continued significant engagement with schools across the region, helping pupils better understand the opportunities created by HS2. The report set out the progress made in respect of these economic, education, employment, environmental, engagement and energy opportunities.

Councillor Ian Ward expressed his disappointment at the repeated scaling back of the HS2 network, considering high speed connectivity to be a crucial part of the region's plans for levelling up. He urged further lobbying of the Government to ensure it understood how vital it was to maintain the scope of the project. Councillor Ian Courts expressed his frustration at the constant speculation attributed to the project. The Chair indicated that he had recently spoken to both the Chancellor of the Exchequer and the Secretary of State for Transport, both of whom had reiterated their full support for the project. He did accept though that the WMCA needed to continue to make the case for HS2 to ensure the region was able to maximise the benefits the project could bring.

Rob Johnson sought further information on gender splits in the construction sector linked to HS2 as this was something he wished to pursue further through the TUC. Councillor Ian Courts welcomed this offer and requested that the information be shared with him.

Resolved:

The progress made be noted and supported.

107. West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' - Final Core Strategy and Draft Big Moves and Draft Area Strategy Guidance

The board considered a report from the Executive Director, Transport for West Midlands seeking agreement to 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 (LTP5). Ultimately this would formally replace Movement for Growth (LTP4) as the metropolitan area's statutory Local Transport Plan.

Under the Transport Act 2000, local transport authorities had a statutory duty to produce and review a Local Transport Plan. As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, the WMCA was the local transport authority for the seven constituent metropolitan districts/boroughs. The plan needed to set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the local transport authority area, as well as proposals for the implementation of those policies. The WMCA and the seven-metropolitan district/borough councils of the West Midlands needed to carry out their functions so as to implement these policies.

The Core Strategy set out the overarching approach and principles for the new Local Transport Plan. These were based on a change from traditional transport policy approaches, which had tended to focus on predicting future demands and then seeking to provide the infrastructure and services to meet that demand (a 'predict and provide' approach). Instead, the Core Strategy focused on a 'decide and provide' approach, in which the region focused on the end state it wanted to achieve (eg. a safe, clean public highway within which it was comfortable to walk or cycle and public transport was reliable efficient and affordable).

Councillor Cathy Bayton reported that the Transport Scrutiny Sub-Committee had previously considered this report on 6 February. Members had expressed the need of consumer affordability across the public transport network, the importance of clear delivery benchmarks to support the Local Transport Plan's implementation, and the need to ensure that the public consultation on the Big Moves documents captured the views of the widest cross-section of the public as possible.

The Office of the Police & Crime Commissioner indicated that a formal response to the consultation would be submitted that welcomed the plan and stressed the importance of further work being undertaken to reduce the criminal use of the road space, along with recognising the benefits of transferring the responsibility giving local authorities powers over traffic enforcement.

Councillor Ian Ward welcomed these contributions. He stressed that the Local Transport Plan should not be considered as 'anti car', but that the public had always strongly supported investment in public transport to provide genuine travel options.

Resolved:

- (1) The feedback from the public engagement on the draft Local Transport Plan Core Strategy be noted.
- (2) The new Local Transport Plan Core Strategy be agreed as the firm policy tone and direction within which the remaining Local Transport Plan components would be developed.
- (3) The Local Transport Plan 'Big Moves' documents, setting out key policies, principles and initiatives needed to deliver the aims of the Local Transport Plan be approved for public consultation.
- (4) The development of the Area Strategy guidance be noted, and Transport for West Midlands and local authorities commit to progressing the development of a set of four Area Strategy documents using the guidance, including the development of a Local Transport Plan Implementation Plan (in order to fulfil Government requirements for local transport plans).

108. Investment Board - 9 December 2022

The board considered the minutes of the Investment Board meeting held on 9 December 2022.

Resolved:

The minutes of the meeting held on 9 December 2022 be noted.

109. Skills Advisory Board - 9 January 2023

The board considered the minutes of the Skills Advisory Board meeting held on 9 January 2023.

Resolved:

The minutes of the meeting held on 9 January 2023 be noted.

110. Transport Delivery Committee - 9 January 2023

The board considered the minutes of the Transport Delivery Committee meeting held on 9 January 2023.

In respect of minute no. 59 ('Notice of Motion'), Councillor Richard Worrall reported that Diamond Bus had chosen not to participate in the Government's £2 maximum single fare initiative because the short term nature of the scheme.

Resolved:

The minutes of the meeting held on 9 January 2023 be noted.

111. HS2 Regional Enterprise Board - 10 January 2023

The board considered the minutes of the HS2 Regional Enterprise Board held on 10 January 2023.

Resolved:

The minutes of the meeting held on 10 January 2023 be noted.

112. Overview & Scrutiny Committee - 12 January 2023

The board considered the minutes of the Overview & Scrutiny Committee held on 12 January 2023.

Resolved:

The minutes of the inquorate meeting held on 12 January 2023 be approved.

113. Housing & Land Delivery Board - 23 January 2023

The board considered the minutes of the Housing & Land Delivery Board held on 23 January 2023.

Resolved:

The minutes of the inquorate meeting held on 23 January 2023 be approved.

114. Audit, Risk & Assurance Committee - 24 January 2023

The board considered the minutes of the Audit, Risk & Assurance Committee held on 24 January 2023.

In respect of minute no. 39 ('Annual Accounts 2021/22 for West Midlands Combined Authority'), Mark Smith confirmed that no further issues had been raised by Grant Thornton and therefore the WMCA's accounts for 2021/22 could be signed off. He also highlighted concerns at capacity within the internal audit function to deliver a comprehensive audit workplan. Work was being undertaken to find a longer term solution to this problem.

Resolved:

The minutes of the inquorate meeting held on 24 January 2023 be approved.

115. Exclusion of the Public & Press

Resolved:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business as it was likely to involve the disclosure of exempt information as specified in paragraphs 2 and 3 of the Act.

116. Update on Investigation into Financial Breach - Wolverhampton Interchange Project

The board received an update from Mark Smith on the latest position with the investigation into the financial breach that occurred with the Wolverhampton Interchange project.

The WMCA had instructed Mazars to carry out the independent investigation into the breach, and a draft report of the findings had now been shared with the Director of Law & Governance and the Chair of Audit, Risk & Assurance Committee. A number of recommendations were proposed in respect of budget governance, risk management and financial reporting, but Mazars had not identified any wilful misconduct. A briefing for the Portfolio Lead for Finance, Portfolio Lead for Transport and the City of Wolverhampton Council would be held to go through the report in more detail.

Separately, the Executive Director for Transport for West Midlands was undertaking a review of her directorate, and the recommendations within Mazards report would be incorporated into this review. The Monitoring Officer was also conducting her own review into the capital monitoring arrangements within Transport for West Midlands.

Councillor Ian Ward welcomed the undertaking provided by the Chief Executive that consideration was also being given to the suitability of Midland Metro Alliance to deliver metro capital projects.

Resolved:

The update be noted, and Mark Smith be thanked for his role in overseeing the independent review undertaken by Mazars.

117. Date of Next Meeting

Friday 17 March 2023 at 11.00am.

The meeting ended at 12.35 pm.

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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:
Regional Activity & Delivery Update 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
Financial Monitoring 2022/23 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
Review of the West Midlands Growth Company 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
Commonwealth Games Legacy Fund 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
Race Equalities Taskforce Action Plan 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>City Region Sustainable Transport Settlement - Metro Line 1 Business Case 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>City Region Sustainable Transport Settlement and Capital Pressures 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, Mike Waters Executive Director of Transport for West Midlands, Director of Policy, Strategy and Innovation - TfWM</p>
<p>Appointment of WMCA Boards and Committees 2023/24 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>Transport Governance Review 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>Overview and Scrutiny Annual Report To consider a report setting out the activity of overview & 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>Financial Monitoring 2022/23 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 & Business Hub</p>

<p>Supported Travel Policies Review 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>City Region Sustainable Transport Settlement Annual Report 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>Wednesbury - Brierley Hill Metro Extension Funding Mitigation Measures 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>
<p>Constitution Review To agree the updated constitution.</p>	<p>WMCA Board 9 June 2023</p>	<p>Open</p>	<p>Councillor Bob Sleight Deputy Mayor</p>	<p>Dan Essex, Jayne Middleton, Helen Edwards, Julia Cleary Governance Services Manager, Interim Legal Services Manager, Director of Law and Governance, Head of Corporate Support & Governance</p>

Trailblazer Devolution Deal
Trailblazer Devolution Deal

WMCA Board 9
June 2023

Open

Andy Street
Mayor

Dan Essex, Melissa Brown, Ed Cox, Julia Cleary
Governance Services Manager, Head of Policy & Public Affairs, Executive Director of Strategy, Integration & Net Zero, Head of Corporate Support & Governance

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.

Page 16 What is a key decision?

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).

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

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WMCA Board

Date	17 March 2023
Report title	Financial Monitoring Report 2022/23
Portfolio Lead	Finance - Councillor Bob Sleight
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Linda Horne, Executive Director of Finance and Business Hub email: linda.horne@wmca.org.uk
Report has been considered by	Executive Board – 9 March 2023 WM FDs – 9 March 2023

Recommendation(s) for action or decision:*

The WMCA Board is recommended to:

- (1) Note the financial position as at 31 January 2023, as detailed in Sections 2 and 3.
- (2) Note the latest full year forecast for 2022/23 as detailed in Section 4.
- (3) Note the new grant awards to the WMCA as outlined in Section 5, and the arrangements for these grants.
- (4) With respect to the £15m Social Housing Fund, delegate authority to the WMCA Executive Director of Finance and Business Hub (S151 Officer), the ability to make payments to Local Authorities subject to WMCA receiving the grant conditions, those conditions being acceptable and the distribution of payments between Local Authorities being in line with the necessary regional agreements.
- (5) Delegate authority to the WMCA Executive Director of Finance and Business Hub (S151 Officer) to accept any funds awarded during the pre-election period and up to the June Board meeting, subject to satisfactory terms and conditions and all funds going through the Single Assurance Framework.

- (6) Note the risk management arrangements in place at WMCA and the suggested revisions towards reporting exposure to risk as detailed in Section 6 of this report.
- (7) Note the specific details around the under-write provided by the seven Constituent Local Authorities as detailed in Section 6 of this report.
- (8) Confirm the annual allocations endorsed by WMCA Board on 18 March 2022 for 2023/24 in respect of Highways Maintenance and Local Network Improvement Plan, within the City Region Sustainable Transport Settlement, as detailed at Section 7.
- (9) Approve the CRSTS revenue allocation approach as detailed in Section 8.

1. Purpose

This report provides an update on the Combined Authority's finances as at 31 January 2023.

2. 2022/23 Year to Date Revenue Position

- 2.1 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority and Appendices 2 to 4 present the detailed summaries for Transport, the WMCA Delivery budget and the Mayoral office respectively.
- 2.2 The overall position year to date at the end of January 2023 is a favourable variance to budget of £2.6m.
- 2.3 Within Transport there is a surplus at the end of January of £6.4m which represents a favourable variance from budget of £2.7m. The most notable variances relate to Concessions where savings to date due to lower patronage and fare levels have been transferred to a reserve to protect against future risks in relation to the transport network which were outlined in the 2023/24 budget report. Within the Metro there is an increased MML Subsidy requirement which is partly offset by Local Transport Fund (LTF) grant received in year. Savings to date also arise from vacancies across a number of budgets and on reduced spend on supplies budgets. Of the £7.9m budgeted reserves to support the overall Transport budget, £6.6m has been utilised to date. The position to date is expected to be partially offset by the full year due to the increase in the Metro operational costs requirement and provisions made to reflect future capital and revenue funding pressures.
- 2.4 Within the Portfolio budgets there is an adverse variance of £1.1m at the end of January. Savings against staffing and external advice budgets have been offset by a lower than budgeted draw down of reserves. Of the £6.1m budgeted reserves to support the overall Portfolio budgets, £2.0m has been utilised to date.
- 2.5 The Mayoral Office position as at the end of January 2023 was in line with budget.

3. 2022/23 Capital Programme Position

- 3.1 Appendix 5 sets out the position on the Capital Programme as at the end of January 2023. Actual costs totalled £281.7m, resulting in a favourable variance of £186m against budget.
- 3.2 The year to date expenditure to budget variance is primarily contained within Transport (£111.3m) and Housing (£39.7m).
- 3.3 The Transport Programme has been categorised into six sub programmes. The largest of these is the Investment Programme with a full year budget of £196.5m, including all the Rail, Sprint & Metro extension schemes.
- 3.4 At the end of January, actual costs for the Investment Programme are £38.6m below the budget of £154.7m. The main variances are within the Metro Programme totalling £24m and the Rail Programme totalling £13.7m.
- 3.5 Within Housing, the variance primarily relates to Brownfield Housing Fund ('BHF') and BLPDF Pipeline projects where projects have not yet been able to be taken to investment Board for approval and/or move from approval to signed funding agreements due to delays resulting from the impact of the economic climate, national policy changes (e.g., on planning), land negotiations, and applicants being able to secure the relevant planning permissions and resolve construction and energy cost issues. These include Telford Station Quarter (£2.4m), Shard End (£2.2m) and Icknield Port Loop (£3.9m). Furthermore, there has been a review of costs on Phoenix Park (£2.0m) due to cost inflation and this is now due to go back for Investment Board approval in 2023/24. In addition, works within the Land and Property Investment Fund (LPIF – managed outside of the Housing and Land Portfolio) related to the Phoenix 10 project (£3m) and the uncommitted funds (£3.4m) have now been deferred to future years.
- 3.6 Further detail against the year to date and full in year spend against the Authority Capital Programme is available in Appendix 5.

4.0 Revenue and Capital Full Year Forecast Update

- 4.1 A refresh of the full year forecast was under-taken during January and the position now reflects the expected outturn at year end. The forecast is an updated view of cost of delivering activities in 2022/23 and the latest position on funding.

The revenue position for the full year forecasts a surplus of £1.0m, a minor improvement on the previous forecast by £0.3m. The main full year movements are mainly within Transport, arising from increased advertising income and contractual savings relating to accessible transport partly offset by an increase in the MML operating costs to reflect ongoing cost pressures and revenue lost during the service shutdown earlier in the financial year and a capital finance contribution. In addition the forecast also reflects the need for a provision to support WMCA hosting of transport events such as the 2027 Intelligent Transport Systems World Congress bid reported to September 2022 WMCA Board

- 4.2 The position reflects the latest position bus funding (Local Transport Funding, Network Stabilisation Fund and Network Planning Fund) and the corresponding expenditure to operators. Government notified transport authorities that the Local Transport Fund would be continued for January to March 2023, providing some targeted funding support for operators and Local Transport Authorities. At the time of finalising this report WMCA is awaiting further details of the amount from Department for Transport (DfT) so that payments can be made to operators. The WMCA will continue to pay concessions at pre pandemic budget levels until March 2023 to support network stability to this date. In recognition of the ongoing risks beyond this date, the year to date savings have been moved to the transport risks reserve.
- 4.3 Government has confirmed on 17 March 2023 that revenue support for buses and the Bus Fare Cap Grant scheme which capped bus fares at £2 would be extended for a further 3 months to 30 June 2023. WMCA is awaiting further details on quantum of funding that will be received but DfT have indicated that it will be at a similar level to 2022/23 funding.
- 4.4 The capital forecast shows a favourable movement of £215.4m from the budget largely in relation to CRSTS (£30.0m), Grants to Local Authorities (Transport £24.7m and Investment Programme £32.8m) and the Housing Programme (£45m). The CRSTS budget reflects the most up to date information on delivery. Further details on progress on this programme is included in Section 8 of this report. Some Local Authority schemes have been deferred until 2023/24 due to capacity issues, whilst others have been revisited in light of the post pandemic habits. The reasons for the Housing programme variances are noted in 3.5 and also affect the forecast position. These are all conditions that contribute to a more challenging environment for bringing housing and regeneration sites to market, planned starts on site and drawdown of capital funding. This is reflected in the latest capital spend figures for schemes seeking WMCA housing and regeneration grant investment. This position will be kept under close review throughout 2023 and in developing the final 2023/24 capital budget.
- 4.5 The WMCA will continue to work closely with delivery partners to ensure that any potential delivery slippage risk is managed appropriately. There has been ongoing engagement with grant providers in respect of the slippage in the capital programme to minimise risk of any grant clawbacks.

5.0 New Funding

- 5.1 The WMCA continues to secure external funding to deliver on its priorities and make a positive impact for the region. Since the last report, new grant funding, totalling £175m has been secured. Details of these grants are summarised in the table below.

Grant name	Value	Grant period		Purpose
	£m	From	To	
Social Housing Fund	14.900	Feb-23	Mar-23	To undertake critical improvements and repairs to social housing to bring them up to a decent standard.
Thrive into Work	7.900	Apr-23	Mar-25	Continue programme of work in offering one-to-one job finding support to people with health challenges
Adept Live Labs 2	4.000	Apr-23	Mar-26	Providing a centralised hub for research and innovation for the decarbonisation of local roads materials- Highways CO2laboration Centre
Active Travel Capability Fund (CAF)	3.456	Jan-23	Jan-24	To support the better design, planning and development of cycling, wheeling and walking schemes in region
CCAV - MACAM	1.485	Mar-23	Mar-25	The project will take a stepped approach to remove the safety driver in an electric vehicle fleet of 13, around 2 proposed locations within Solihull and Coventry
DEFRA Air Quality Grant	0.919	Apr-23	Mar-25	Particulate matter monitoring and engagement programme to increase awareness and encourage behaviour change towards domestic burning across the region
Cybersecurity Grant	0.175	Dec-22	n/a	To improve on online security and resilience
CCAV - EBNS Feasibility Study	0.055	Apr-23	Nov-23	TfWM will be the lead partner and will be responsible for a total of £55k (around 28%) of the overall budget to deliver a feasibility project looking at how Connected and Autonomous Mobility technologies could be used to connect deprived areas of East Birmingham and North Solihull using cheaper driverless solutions than the previously economically unviable light rail solution.
Adult Education Budget	132.719	Aug-23	Jul-24	Devolved grant to help support the delivery of education and training to people aged 19 and over. AEB funding aims to engage adults in learning and provide them with learning opportunities to help them gain new skills and knowledge to gain employment, progress in work or to further their education.
Free courses for Jobs	9.376	Aug-23	Jul-24	Formerly known as the Level 3 adult offer. Funding is to be used to deliver level 3 qualifications available through Free Courses for Jobs and for eligible adult learners aged 19-23
Total	174.985			

5.2 Adult Education Budget funding relates to the academic year 2023/24. It should be noted that the total funding for financial year 2023/24 (including Free Courses for Jobs) has increased by £0.8m compared to budgeted assumptions reported to Board in February 2023.

5.3 In addition to the above, there are a number of bids or grant announcements where decisions are expected imminently. It is proposed that authority is delegated to the Executive Director of Finance and Business Hub to accept any grants notified during the pre-election period and up to the June WMCA Board meeting, subject to satisfactory terms and the Single Assurance framework being followed.

5.4 A report on any further successful awards will be reported to the Board in June.

6.0 Financial Risks

6.1 WMCA was established by statutory instrument in June 2016. The first full year revenue budget (2017/18) totalled £161m, and capital spend in the year totalled £71m. The WMCA 2023/24 budget report approved in February 2023 outlined a revenue budget of £345m and an in year capital budget of £805m.

- 6.2 The analysis above shows that WMCA has grown significantly in the seven years since the parliamentary Order was passed. The majority of that growth is as a result of WMCA being successful in drawing in government funding, but the degree of flexibility and autonomy WMCA has over its resources remains severely limited.
- 6.3 Looking forward, WMCA are in the advanced stages of negotiating a deeper devolution deal with Government, which it is hoped will draw even further powers and resources into the region, whilst simultaneously allowing the Authority more autonomy over how it is able to deploy the resources it has available.
- 6.4 The scale that WMCA operates at does introduce material risk/s, which need to be carefully assessed and managed. These risks vary, from risks inherent in commercial arrangements (e.g. the Commercial Investment Fund Loan portfolio), to risks around grants with claw-back conditions and operational / delivery risk (such as the Capital Programme risks subject to a separate report at this meeting).
- 6.5 WMCA continually looks to manage these risks, and when risks do crystalise, every possible attempt is made to ensure that the impact of those risks does not impact Local Authorities, who are also operating within a constricted financial environment. Ultimately, however, if the Combined Authority were to fail, it is underwritten (or guaranteed) in statute by the seven Constituent Local Authority Members.
- 6.6 The West Midlands Combined Authority Order 2016 states that the constituent councils must meet the costs of the Combined Authority reasonably attributable to the exercise of the functions. The decision on how those costs may be attributed is a decision for the constituent members, not the WMCA Board. Unless the authorities agree otherwise the basis of funding is in proportion to the total resident population of the area of each council. It is understood at the formation that Constituent Authorities agreed an equal split of risk however this has not been formally documented annually. The agreement to the basis of funding should be renewed each year and their agreement should be recited in the budget report to record the fact of their agreement. Going forwards, it is recommended that WMCA obtain written agreement to the apportionment arrangements at the point the budget is set.
- 6.7 The risk profile of the Combined Authority (and subsequently the ability and appetite to introduce new risks) is continually evolving. This report outlines that there are a number of ways in which these matters are brought to the attention of key stakeholders as new risks emerge and old risks fall away. Notwithstanding this, it is recommended that the Financial Monitoring Report (which is presented to each WMCA Board) consolidates details about the headline financial risks (incorporating commercial, operational and strategic) WMCA are holding to increase transparency and oversight by the Board.
- 6.8 Further details on the Commercial project financial risks can be found in Appendix 15 of this report. It should be noted that a Strategic Risk Register (SRR) is maintained and updated and is reported to the Audit, Risk and Assurance Committee on a regular basis, the latest being on 24 January 2023 and is publicly available via the WMCA web site. Commercial risks are shared with West Midlands Finance Directors monthly and changes between months are discussed. This enables the West Midlands Finance Directors to gauge the overall risk profile of the Combined Authority and can be used when considering how appropriate it may be to import additional risk into the Authority when considering potential, new initiatives. Operational risks are usually shared through the

Financial Monitoring Report with commentary about how these are being managed in year. Specifically, in recent months, details concerning the integrity of the public transport system and value / duration of Government support for these services (and the potential maximum cost if WMCA were to fully offset any likely network deterioration) has featured prominently within such reports.

7.0 City Region Sustainable Transport Settlement – Local Network Improvement Plan (‘LNIP’) and Highways Maintenance

7.1 On 18 March 2022, WMCA Board approved (subject to conditions now satisfied) the annual allocations for the Local Network Improvement Plans and Highways Maintenance stated below:

£	Annual LNIP Funding	Highways Maintenance
WMCA	5,465,000	-
Birmingham	6,253,500	-
Coventry	2,034,000	4,086,400
Dudley	1,760,400	4,486,100
Sandwell	1,797,900	4,741,300
Solihull	1,184,100	3,872,100
Walsall	1,563,100	3,568,700
Wolverhampton	1,442,000	3,325,400
Annual Total	21,500,000	24,080,000
Five-Year Programme Total	107,500,000	120,400,000

7.2 The allocations were awarded for the five-year CRSTS period and are subject to annual confirmation by WMCA Board.

7.3 The WMCA Board is recommended to confirm the allocation for 2023/24 as stated above.

7.4 On 18 March 2022, WMCA Board also endorsed the recommendation for the Local Network Improvement Plans and Highways Maintenance to not be subject to the WMCA Single Assurance Framework.

7.5 It should be noted that a CRSTS annual report is expected to be presented to WMCA Board in June 2023 documenting progress against the programme.

8.0 City Region Sustainable Transport Settlement – Revenue Funding

8.1 With respect to the £25.5m of revenue funding which supplements the £1.050bn CRSTS allocation, £8.9m has already been distributed in line with the apportionment agreed at September 2021 WMCA Board. Then, of the remaining £16.6m:

- £4.3m will be retained by WMCA to ensure adequate execution of the Accountable Body functions to March 2027. This will be subject to satisfactory oversight by the West Midlands Finance Director (WMFD) group to ensure the costs charged remain incremental. Options to charge these costs to the capital fund will be kept open and

- reviewed, which would enable the protection of revenue funding and opportunities for increased distribution in the future.
- £8.4m will be distributed using the historic formula for Transport funding, being 25% TfWM and the remaining £6.3m to Local Authorities based on population.
 - £3.9m will be retained pending a review of options for Joint Initiative work.

8.2 The approach outlined above was the subject of a discussion with the WMFD group and Strategic Transport Officer Group on 2 March 2023 where agreement was reached subject to endorsement by WMCA Board. Regular updates including opportunities for how this funding may be used to best effect for all stakeholders will be undertaken throughout the life of the programme and relevant matters reported back to Board.

9.0 WMCA Investment Programme

- 9.1 The financial results for the West Midlands Regional Investment Programme run one month behind the regular management accounts, due to the requirement to consolidate outputs across the metropolitan area.
- 9.2 The December expenditure is shown at Appendix 11, which reports the gross delivery totals for programmes delivered by both WMCA and other entities (being primarily constituent member local authorities).
- 9.3 Appendix 12 summarises grant funding commitments approved by WMCA for projects within the WMCA Investment Programme, which total £853.8m as at 31st January 2023 (no overall change from £853.8m as at 30th November 2022).
- 9.4 WMCA Investment Programme funding drawn / incurred by projects against these funding commitments as at 31st December 2022 totals £502.8m.
- 9.5 WMCA Board is advised to note that WMCA are in contact with the Department for Levelling Up, Housing and Communities ('DLUHC') in respect of an interim gateway review which is expected to complete in February 2024.

10.0 Administered Funds

- 10.1 Administered Funds which were 'live' as at 1 April 2022, totalled £27.4m as of 31 January 2023. This sum excludes funds fully utilised and concluded by 31 March 2022. A breakdown of this amount is included within Appendix 13.
- 10.2 These funds do not form part of the Authority's own revenue and capital budgets but are effectively funds received by WMCA and passported to partner authorities for delivery.
- 10.3 Elements of the overarching grants listed in Appendix 13 which are not passported are excluded from this appendix.

11.0 Balance Sheet

- 11.1 Appendix 14 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 January 2023.

- 11.2 The increase in property, plant and equipment reflects TfWM capital spend and work-in-progress funded mainly by grants in advance, resulting in an increase of £6.0m.
- 11.3 The increase in short-term deposits is largely due to grant receipts in respect of Network Planning and Stabilisation Fund, City Regional Sustainable Transport Settlement (CRSTS), Bus Service Improvement Fund and Shared Prosperity Fund and from Birmingham City Council as funding for A34/A45 SPRINT and University Station, offset by payments in respect of PWLB principal loan repayment, Collective Investment Funds loans drawdown, Adult Education Budget, Investment Programme and Metro extension schemes.
- 11.4 Payments for the Investment Programme and Adult Education Budget contributed to the net £14.5m reduction in earmarked reserves.
- 11.5 The £20.2m decrease in short-term creditors/accruals is due to repayment of short term loans. The grants received from Birmingham City Council and for the Network Planning Fund mentioned in paragraph 12.3 above have contributed to the net decrease in short term debtors, whilst other grants receipt has led to increase in grants receipt in advance.

12.0 Financial Implications

- 12.1 The financial implications are set out in the report.

13.0 Legal Implications

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

14.0 Other Implications

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

15.0 Appendices

- Appendix 1 – WMCA Consolidated Summary – January 2023
- Appendix 2 – WMCA Transport Revenue Summary – January 2023
- Appendix 3 – WMCA Delivery Budget Summary – January 2023
- Appendix 4 – WMCA Mayor Revenue Summary – January 2023
- Appendix 5 – WMCA Capital Programme – January 2023
- Appendix 6 – WMCA 2022/23 Transport Capital Programme
- Appendix 7 – WMCA 2022/23 Housing and Land Capital Programme
- Appendix 8 – WMCA 2022/23 Investment Programme to Local Authorities Programme

- Appendix 9 – WMCA 2022/23 City Regional Sustainable Transport Settlement Programme
- Appendix 10 – CRSTS Commitments – January 2023
- Appendix 11 – Total Regional Investment Programme Expenditure – December 2022
- Appendix 12 – WMCA Investment Programme Commitments – January 2023
- Appendix 13 – WMCA Administered Funds – January 2023
- Appendix 14 – WMCA Balance Sheet – January 2023
- Appendix 15 – Commercial Project Financial Risk Overview



Appendix 1

WMCA Consolidated Revenue Budget Summary – January 2023

£000's	Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Transport Levy	97,512	97,512	0	117,015	117,015	0
Commonwealth Games	27,344	18,656	8,688	27,346	18,656	8,690
Revenue Grants & Other Income	19,792	6,976	12,816	36,351	8,338	28,013
Adult Education Funding	110,151	123,394	(13,243)	129,204	140,577	(11,373)
Share of Business Rates	10,500	7,000	3,500	10,500	10,500	0
Constituent Membership	3,870	3,870	0	4,644	4,644	0
Non Constituent Members	425	425	0	510	510	0
Investment Programme	0	10,729	(10,729)	36,500	36,500	0
Investment Income	2,297	749	1,548	2,932	898	2,034
Use of Reserves	10,248	11,211	(963)	15,910	14,064	1,846
Total Funding	282,139	280,522	1,617	380,912	351,702	29,210
Transport for West Midlands	99,326	100,429	1,103	123,521	124,962	1,441
Commonwealth Games	27,344	18,656	(8,688)	27,346	18,656	(8,690)
Economic Delivery, Skills & Communities	122,963	130,870	7,907	155,689	149,446	(6,243)
Strategy, Integration and Net Zero	10,249	5,185	(5,064)	15,063	6,177	(8,886)
Housing & Rengeneration	1,275	1,212	(63)	1,545	1,455	(90)
Portfolio Support	2,962	2,962	0	3,855	3,055	(800)
Investment Programme	12,049	17,818	5,769	49,113	47,105	(2,008)
Mayoral Office	664	705	41	846	846	0
Mayoral Election	0	0	0	0	0	0
Total Expenditure	276,832	277,837	1,005	376,978	351,702	(25,276)
Net Expenditure (before earmarked reserves)	5,307	2,685	2,622	3,934	0	3,934
Transfer to earmarked reserve (2023/24) Capital Pressures	0	0	0	2,400	0	(2,400)
Transfer to earmarked reserve (2023/24) Transport Events	0	0	0	500	0	(500)
Net Expenditure (after transfers to earmarked reserves)	5,307	2,685	2,622	1,034	0	1,034
Transport	6,434	3,707	2,727	387	0	387
Portfolios	(1,127)	(1,022)	(105)	647	0	647
Mayoral Office	0	0	0	0	0	0
Total Surplus / (Deficit)	5,307	2,685	2,622	1,034	0	1,034

The outturn position at the end of January shows a surplus of £5.307m which represents a favourable variance from budget of £2.622m.

This comprises of a surplus of £6.4m within Transport which results in a surplus of £2.727m. This is made up of favourable variances across a number of budgets, largely due to vacancies and reduced spend on supply budgets. Savings within the Concessions budgets have been transferred to a reserve to protect against future risks in relation to the transport network.

Additional grant income and expenditure for Commonwealth Games reflects the additional budget received by the Organising Committee to cover pressures not within the original budget.

Reserves earmarked to support the overall transport have been drawn down in line with budget.

Within the Portfolios budgets there is a deficit of £1.127m equating to a £0.105m adverse variance to budget. Grant income over that budgeted largely relates to the Business and Tourism Programme, Create Central and UK Community Renewal Fund. Savings against staffing budgets due to vacant posts and external advice across several Portfolios are offset by a lower than budgeted draw down of reserves.

The year end position was re-forecasted in January 2023. The latest expectation is for an underspend of £1.0m which is an improvement of £0.3m since the last reported position. The movement is within Transport largely due to increased advertising income and contractual savings relating to accessible transport partly offset by an increase in the MML operating costs to reflect ongoing cost pressures and revenue lost during the service shutdown alongside provisions for future funding pressures within the capital programme and to support WMCA in hosting transport events such as the 2027 Intelligent Transport Systems World Congress bid as reported to September 2022 WMCA Board.

The Portfolio forecast has not materially changed.



Appendix 2

Transport for West Midlands Revenue Budget Position 31st January 2023

At the end of January 2023 there is a £2.7m favourable variance against budget.

The latest forecast position shows a surplus of £0.4m an improvement of £0.4m against the previous forecast. Within the forecast a provision of £2.4m has been made for future funding pressures within the capital programme recognising the need for prudence and to provide some resilience against inflationary pressures and supply chain issues. In addition, a provision of £0.5m has been made to support WMCA hosting of transport events such as the 2027 Intelligent Transport Systems World Congress bid reported to September 2022 WMCA Board.

	ACTUAL £000			BUDGET £000			YTD VARIANCE FAV / (ADVERSE) £000	FORECAST £000	BUDGET £000	FULL YEAR VARIANCE FAV / (ADVERSE) £000
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET				
Transport Levy	97,512	0	97,512	97,512	0	97,512	0	117,015	117,015	0
Use of Reserves	7,513	0	7,513	7,563	0	7,563	(50)	9,059	9,078	(19)
TOTAL FUNDING	105,025	0	105,025	105,075	0	105,075	(50)	126,074	126,092	(19)
Concessions										
National Bus Concession	113	39,143	(39,030)	155	38,710	(38,556)	(475)	(48,467)	(47,843)	(624)
Metro / Rail	0	3,792	(3,792)	0	3,799	(3,799)	7	(4,550)	(4,576)	26
Child Concession	0	4,777	(4,777)	0	5,346	(5,346)	570	(5,815)	(6,710)	895
	113	47,711	(47,598)	155	47,855	(47,701)	102	(58,832)	(59,130)	298
Bus Services										
Bus Stations / Infrastructure	5,953	10,316	(4,363)	6,281	10,810	(4,529)	166	(4,985)	(5,643)	658
Subsidised Network	26,265	37,273	(11,008)	1,704	12,758	(11,055)	46	(13,420)	(13,420)	0
Accessible Transport	142	4,658	(4,516)	0	4,631	(4,631)	115	(5,664)	(6,638)	974
	32,360	52,247	(19,887)	7,985	28,199	(20,215)	328	(24,070)	(25,702)	1,632
Rail and Metro Services										
Metro Services	159	6,296	(6,137)	176	5,637	(5,461)	(675)	(8,004)	(6,137)	(1,867)
Rail Services	1,089	3,714	(2,624)	1,298	4,520	(3,222)	598	(3,395)	(4,165)	770
	1,248	10,009	(8,761)	1,473	10,157	(8,684)	(77)	(11,399)	(10,302)	(1,097)
Integration										
Safety and Security	591	1,408	(817)	561	1,604	(1,043)	226	(908)	(1,257)	349
Passenger Information	19,633	24,397	(4,764)	789	6,177	(5,387)	623	(6,050)	(6,959)	909
Sustainable Travel	81	1,393	(1,312)	126	1,681	(1,555)	243	(1,660)	(1,893)	232
	20,306	27,199	(6,893)	1,476	9,462	(7,986)	1,093	(8,618)	(10,109)	1,491
Network Resilience										
Commonwealth Games	27,344	27,344	0	18,656	18,656	0	0	0	0	0
Business and Democratic Support	0	2,925	(2,925)	(333)	2,917	(3,251)	325	(3,444)	(3,697)	253
Strategic Development	943	4,127	(3,184)	1,208	4,919	(3,712)	527	(4,490)	(4,863)	373
Transport Governance	21	128	(106)	0	113	(113)	7	(145)	(135)	(9)
Capital Finance Charges	0	7,008	(7,008)	0	7,008	(7,008)	(0)	(8,410)	(8,410)	(0)
TOTAL EXPENDITURE	82,335	180,927	(98,592)	30,656	132,024	(101,368)	2,776	(122,787)	(126,092)	3,305
NET before Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	3,285	0	3,285
Earmarked Reserve (2023/24) Capital Pressures	0	0		0	0	-		(2,400)	0	(2,400)
Earmarked Reserve (2023/24) Transport Events	0	0		0	0	-		(500)	0	(500)
NET after Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	387	0	387

Concessions

Year to date savings within the ENCTS and Child concessions budgets are due to lower patronage and fare levels and have been transferred to an ear-marked reserve to protect against risks in relation to the bus network going forward. The full year forecast has been broadly retained at budgeted levels.

Bus Services

There are savings across Bus Infrastructure budgets of £0.3m in the main relating to staffing.

The Subsidised Bus position is in line with budget with Local Transport Funding (LTF) offsetting the increased subsidised service costs.

Within Accessible Transport there are minor savings to date. The full year position reflects savings against grant payments due to contractual performance. These savings have been partly utilised to fund a joint commission with Birmingham City Council to look into future provision.

Rail & Metro

The Metro Services budget has an adverse variance to date of £0.6m due to an increased MML subsidy requirement of £4.2m in year which is partly offset by LTF grant income that has been received in relation to the first half of year alongside savings on general insurance premiums to date.

The full year position reflects the full impact of the increased subsidy requirement and the LTF grant received.

Within Rail Services the year to date savings are largely within the external advice budget where savings have been committed to in order to help fund the additional Metro subsidy requirement.

Integration

Within Passenger information savings to date largely relate to staffing where there are vacant posts across several budgets, savings against external budgets and additional commission receivable.

In addition, there are savings against contractual Safety and Security costs along with increased capital recharges due to the extension of the Active Travel Fund.

These savings to date largely flow through to the full year position.

Network Resilience

Within the Network Resilience budget there are savings to date against the Staffing budget due to vacant posts alongside external advice savings. The external advice budget is expected to be mostly spent by the end of the year.

Strategic Development

In year savings are largely within the staffing budget because of hiring delays due to a restructure, vacant posts are now expected to be appointed during the fourth quarter of the year. The remaining underspend is due to timing, with activity relating to the Local Transport Plan, Local Transport Investment Programme and Rail surveys expected in the last quarter of the year to align with recruitment.

Reserves

Budgeted reserves earmarked to support the 2022/23 Transport Budget have been drawn down in line with budget.

Other use of reserves drawn down to date relate to the delivery of the West Midlands Cycle Hire scheme and University Rail Station.



Appendix 3 West Midlands Combined Authority Portfolios Budget – January 2023

	JANUARY 2023 YEAR TO DATE			FULL YEAR 2022/23			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
Operational Income							The full year position reflects budgeted investment income that will now instead be utilised to fund an increased provision against loans defaulting within the Collective Investment Fund due to the loan portfolio increasing.
Mayoral Capacity Funding	128	128	0	154	154	0	
Other Revenue Income	0	0	0	0	500	(500)	
Notional Interest Receivable	749	661	88	820	794	26	
Contribution - 7 Met Council's	3,870	3,870	0	4,644	4,644	0	
Contribution - Non constituent members	425	425	0	510	510	0	
Total Income	5,172	5,084	88	6,128	6,602	(474)	
Use of Reserves	2,000	4,588	(2,588)	6,117	6,117	0	
Corporate Support Recharges to Portfolios	(2,962)	(2,963)	1	(3,855)	(3,555)	(300)	
Total Expenditure	(962)	1,625	(2,587)	2,262	2,562	(300)	
Operational Income Net Total	4,210	6,709	(2,499)	8,390	9,164	(774)	
Economy & Innovation							The favourable variance is largely due to additional Create Central funding secured post budget. There is additional grant income with Policy and Programme Development relating to the UK Community Renewal Fund which was carried forward from last FY. External advice within Economic Intelligence is currently behind profile but the full budget is committed in the second half of the year.
Other Industrial Strategy Income	2,051	473	1,578	2,514	567	1,947	
DDCMS - Creative Scale Up	20	167	(147)	20	200	(180)	
Economic Delivery	85	0	85	85	0	85	
Create Central Projects	548	308	240	714	410	304	
Policy and Programme Development	3,272	0	3,272	3,446	0	3,446	
IAWM	132	108	24	132	108	24	
Total Income	6,108	1,056	5,052	6,911	1,285	5,626	
Industrial Strategy	(2,203)	(611)	(1,592)	(2,729)	(733)	(1,996)	
DDCMS - Creative Scale Up	(43)	(167)	124	(43)	(200)	157	
Economic Delivery	(122)	0	(122)	(149)	0	(149)	
Create Central Projects	(617)	(728)	111	(797)	(915)	118	
Policy and Programme Development	(3,272)	0	(3,272)	(3,446)	0	(3,446)	
IAWM	(132)	(108)	(24)	(131)	(108)	(23)	
Economic Intelligence	(72)	(240)	168	(79)	(240)	161	
Funding For Growth	(583)	(583)	0	(700)	(700)	0	
Total Expenditure	(7,044)	(2,437)	(4,607)	(8,074)	(2,896)	(5,178)	
Economy & Innovation Net Total	(936)	(1,381)	445	(1,163)	(1,611)	448	
Health and Communities							Additional grant income has been used to cover core costs which has led to a favourable position.
Head of Health & Communities	114	0	114	112	0	112	
Thrive at Work	162	76	85	293	76	217	
IPS Programme	258	129	129	300	155	145	
Total Income	534	205	329	705	231	474	
Head of Health & Communities	(596)	(644)	48	(833)	(761)	(73)	
Thrive at Work	(282)	(240)	(42)	(414)	(287)	(127)	
IPS Programme	(258)	(129)	(129)	(300)	(155)	(145)	
Total Expenditure	(1,137)	(1,013)	(124)	(1,548)	(1,202)	(346)	
Health and Communities Net Total	(603)	(808)	205	(843)	(971)	128	
Employment & Skills							There are savings against the staffing and external advice budgets pending recruitment to a new staffing structure earlier in the financial year. The full year position reflects a loss last financial year of £0.5m relating to CITB that has now been recovered hence leading to a favourable position.
Employment & Skills	122	30	93	122	30	93	
Employment Support	48	0	48	71	0	71	
Construction Skills	957	0	957	959	0	959	
Adult Education	110,151	123,394	(13,242)	129,204	140,577	(11,373)	
Careers	7	0	7	7	0	7	
Digital Skills	1,756	0	1,756	6,000	0	6,000	
Investment Programme (Skills)	258	199	59	290	298	(8)	
Commonwealth Games	444	462	(17)	440	470	(30)	
European Structural & Investment Funding	1,029	1,723	(695)	1,384	2,068	(684)	
Multiply	472	0	472	4,873	0	4,873	
UKSPF	68	0	68	2,791	0	2,791	
Total Income	115,313	125,807	(10,494)	146,141	143,443	2,698	
Employment & Skills	(936)	(1,611)	675	(1,732)	(1,935)	203	
Employment Support	(48)	0	(48)	(71)	0	(71)	
Construction Skills	(957)	0	(957)	(959)	0	(959)	
Adult Education	(110,151)	(123,394)	13,242	(128,696)	(140,577)	11,881	
Careers	(7)	0	(7)	(7)	0	(7)	
Digital Skills	(1,752)	0	(1,752)	(6,000)	0	(6,000)	
Investment Programme (Skills)	(258)	(230)	(28)	(290)	(298)	8	
Commonwealth Games	(444)	(462)	17	(440)	(470)	30	
European Structural & Investment Funding	(1,029)	(1,724)	695	(1,384)	(2,068)	684	
Multiply	(472)	0	(472)	(4,873)	0	(4,873)	
UKSPF	(68)	0	(68)	(2,937)	0	(2,937)	
Total Expenditure	(116,123)	(127,420)	11,297	(147,389)	(145,348)	(2,040)	
Employment & Skills Net Total	(810)	(1,613)	803	(1,248)	(1,905)	657	

	JANUARY 2023 YEAR TO DATE			FULL YEAR 2022/23			
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
Levelling Up							
Office of Data Analytics	33	68	(35)	33	81	(48)	Favourable variances are largely due to staff savings relating to vacant posts. Income from Devo Office of Data Analytics budgeted from April £54k may be utilised later in the year or carried forward to bridge funding gaps.
Head of Policy & Public Affairs	0	0	0	9	0	9	
Total Income	33	68	(35)	42	81	(39)	
Office of Data Analytics	(216)	(229)	13	(246)	(261)	15	
Executive Director of Strategy, Integration and Ne	(1,246)	(1,319)	73	(1,526)	(1,552)	26	
Head of Research & Intelligence	(189)	(337)	148	(365)	(371)	6	
Head of Policy & Public Affairs	(255)	(255)	0	(361)	(315)	(46)	
Public Affairs	(67)	(129)	62	(115)	(154)	39	
Total Expenditure	(1,973)	(2,269)	296	(2,613)	(2,653)	40	
Levelling Up Net Total	(1,940)	(2,201)	261	(2,571)	(2,572)	1	
Culture and Digital							
Culture	51	0	51	56	0	56	Lower activity to date pending the newly appointed Head of Digital and savings against the Culture core budget.
DCA	153	0	153	0	0	0	
Total Income	204	0	204	56	0	56	
Culture	(160)	(138)	(22)	(257)	(178)	(79)	
Digital	(67)	(204)	137	(205)	(245)	40	
DCA	(153)	0	(153)	0	0	0	
Total Expenditure	(380)	(342)	(38)	(462)	(423)	(39)	
Culture and Digital Net Total	(176)	(342)	166	(406)	(423)	17	
Business and Tourism Programme							
Tourism, Trade and Investment Programme	4,905	0	4,905	8,057	0	8,057	Grant and Investment Programme funding is passported to WMGC who manage delivery of the Programme.
Total Income	4,905	0	4,905	8,057	0	8,057	
Tourism, Trade and Investment Programme	(4,905)	0	(4,905)	(8,057)	0	(8,057)	
Total Expenditure	(4,905)	0	(4,905)	(8,057)	0	(8,057)	
Business Tourism Programme Net Total	0	0	0	0	0	0	
Inclusive Communities							
Homelessness	340	418	(78)	412	478	(66)	Head of Service started mid-way through the year with related activity budgeted on external advice reprofiled accordingly.
Total Income	340	418	(78)	412	478	(66)	
Head of Systems Change & Inclusion	(163)	(292)	129	(275)	(365)	90	
Youth Combined Authority	(107)	(188)	81	(215)	(223)	8	
Homelessness	(385)	(463)	78	(457)	(523)	66	
Inclusion	(118)	(126)	8	(150)	(151)	1	
Total Expenditure	(773)	(1,069)	296	(1,097)	(1,262)	165	
Inclusive Communities Net Total	(433)	(651)	218	(685)	(784)	99	
Environment & Energy, HS2							
Environment	162	175	(13)	195	210	(15)	Staff savings due to three vacant posts with recruitment planned in later part of the year, there are also resultant lower levels of activity on external advice.
Community Green	394	39	355	443	47	396	
Total Income	556	214	342	638	257	381	
Environment	(583)	(908)	325	(994)	(1,108)	114	
Community Green	(394)	(39)	(355)	(443)	(47)	(396)	
Total Expenditure	(977)	(947)	(30)	(1,437)	(1,155)	(282)	
Environment & Energy, HS2 Net Total	(421)	(733)	312	(799)	(898)	99	
Energy Capital							
Energy Capital	714	507	207	844	625	219	Net staff savings due to three vacant posts which are no longer required. External advice is underspent by £181k and now expected later in the year.
Net Zero Neighbourhood	545	50	495	570	59	511	
Total Income	1,259	557	702	1,414	684	730	
Energy Capital	(714)	(507)	(207)	(844)	(625)	(219)	
Net Zero Neighbourhood	(563)	(50)	(513)	(598)	(59)	(539)	
Total Expenditure	(1,277)	(557)	(720)	(1,442)	(684)	(758)	
Energy Capital Net Total	(18)	0	(18)	(28)	0	(28)	
Housing & Regeneration							
Director of Housing & Regeneration	1,276	1,212	64	1,546	1,455	91	
Total Income	1,276	1,212	64	1,546	1,455	91	
Director of Housing & Regeneration	(1,276)	(1,212)	(64)	(1,546)	(1,455)	(91)	
Total Expenditure	(1,276)	(1,212)	(64)	(1,546)	(1,455)	(91)	
Housing & Regeneration Net Total	0	0	0	0	0	0	
Total Net Expenditure	(1,127)	(1,022)	(104)	647	0	647	



Appendix 4
West Midlands Combined Authority Mayoral Budget – January 2023

	JANUARY YEAR TO DATE			FULL YEAR 2022/23		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000

MAYORAL OFFICE & EVENTS

Other Grants	664,168	705,342	(41,174)	845,750	846,411	(661)
Other Income	51,666	0	51,666	51,666	0	51,666
TOTAL INCOME	715,835	705,342	10,492	897,416	846,411	51,006
Staff Costs	626,698	657,033	(30,335)	756,920	788,440	(31,520)
IT	0	7,292	(7,292)	0	8,750	(8,750)
Travel & Subsistence	14,709	37,371	(22,662)	17,504	44,845	(27,341)
Other	22,761	3,646	19,115	71,326	4,375	66,951
Events	51,666	0	51,666	51,666	0	51,666
TOTAL EXPENDITURE	715,835	705,342	10,492	897,416	846,411	51,006

No material variations year to date.

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**Appendix 5
West Midlands Combined Authority Transport Delivery Capital Programme – January 2023**

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Metro	99,810	123,787	23,978	125,603	151,277	25,674
Rail	16,086	29,798	13,712	26,000	42,436	16,436
Sprint	204	1,161	957	331	2,810	2,479
TRANSPORT - INVESTMENT PROGRAMME	116,100	154,746	38,647	151,933	196,522	44,589

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £38.6m lower than budget.

Metro

Wednesbury to Brierley Hill Ext £10.8m – Target Cost 2 has now been approved for phase 1, hence rephasing of initially planned activities into Phase 2.

Birmingham Eastside Ext £7.2m – This is made up of £13m utilities works not undertaken this year, offset by accelerated construction of £6.8m.

Wolverhampton WIP Public Realm/Contingency £3m - Spend has been phased into later periods.

Buy Before Boarding £2.6m - Civil enabling work programme has been rephased and procurement of validators and ticket vending machines is expected in later periods.

Metro Wolverhampton City Centre Extension (£4.4m) - Additional costs are because of the timing of approvals.

Rail

Camp Hill Line Local Enhancements Package 2 £9.6m – This is largely attributable to physical construction, due to later than anticipated signing of construction contract and subsequent mobilisation along with the time scales in agreeing site land access.

Walsall to Wolverhampton Local Enhancements Package 1 £4m – Rephasing of project works due to identification of mining infrastructure on construction site.

FORECAST V BUDGET VARIANCE COMMENTARY
Metro

Wednesbury to Brierley Hill Extension £16.5m – Target cost 2 has been approved for phase 1 of this project, hence some rephasing of initially planned activities into future years.

Birmingham Eastside Extension £5.9m – Accelerated works largely relating to paving, street lighting and traffic signals totalled £9.4m. These accelerated costs are offset by rephased utilities costs (£15m) into 2023/24.

Buy Before Boarding £4.4m – Civil enabling works are now expected to commence within the next financial year.

Traction Power and OLE Upgrades £2.1m – Forecast reduced as a result of the descoping of substation 4 delivery. Agreement is pending on parallel working alongside the current scope of the project.

Metro Wolverhampton City Centre Extension (£9.2m) - Additional costs are a result of approval delays.

Rail

Camp Hill Line Local Enhancements Package 2 £8.4m – A revision to the construction timetable has seen enabling works and track possession rephased to commence late Q4. This has seen £13m of preparation works moving into 2023/24.

Walsall to Birmingham Local Enhancements Package 1 £7.9m - Work is required at both station sites to reduce the risk of ground collapses due to historic mining. This has been estimated at £5m (which will be funded by existing budget) but will delay the construction phase.

FORECAST V BUDGET VARIANCE COMMENTARY

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Highway	4,190	6,415	2,225	5,368	8,723	3,355
Other	589	590	1	590	590	0
Rail	22,288	28,307	6,020	28,620	28,548	(73)
Sprint	18,830	22,885	4,054	21,583	23,107	1,524
TRANSPORT - COMMONWEALTH GAMES	45,896	58,197	12,300	56,161	60,968	4,806

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £12.3m under budget.

Highway

RTCC - Highway Interventions £1.3m - Rephasing of works due to outstanding signed agreements with Local Authorities to commence installation of traffic signals, cameras and weather stations. Claims are now largely expected in Q4.

RTCC Data - Tactical and Operational Intelligence £0.4m - purchasing of data has now been rephased into later Q4.

Rail

Perry Barr Station Improvement £4.2m - The variance is largely made up of the contingency for contract close out while compensation events are resolved.

University Station Improvement £1.8m - The variance is driven by ongoing discussions with construction contractor regarding compensation events.

Sprint

A34 Walsall to Birmingham £4.2m - The variance largely relates to construction works, requiring review and approval of a significant number of compensation events, creating a time lag of work done and contractor approval. Expenditure is expected to continue into Q1 2023/24.

A45 Birmingham to Airport and Solihull (£0.1m) – Minor snagging works are taking place and the variance is due to the review and approval of compensation events which are ongoing and are expected to continue into Q1 2023/24. Despite accelerated drawdown, project is expected to remain within budget.

FORECAST V BUDGET VARIANCE COMMENTARY
Highway

RTCC - Highway Interventions £2.2m - Rephasing of works due to outstanding signed agreements with Local Authorities to commence installation of traffic signals, cameras and weather stations. Costs are expected to be claimed within Q4 and 2023/24.

Rail

Perry Barr Station Improvement £2.7m - The variance is largely made up of the contingency for contract close out while compensation events are resolved. Expenditure is now expected to be incurred into Q1 of 2023/24.

University Station Improvement (£2.8m) - The variance is driven by ongoing discussions with construction contractor regarding compensation events.

Sprint
A34 Walsall to Birmingham £3m and A45 Birmingham to Airport and Solihull (£1.5m)

Additional costs on the A45 route owing to unexpected events including a burst water, essential redesign to accommodate a BT duct with fibre optic cables and inflationary increases on contractual costs have been offset by a reduction in A34 construction costs due to lower construction and material related costs and unutilised contingency.

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus	9,211	20,387	11,176	10,952	29,128	18,176
Cycling	80	103	24	281	311	30
Other	2,841	6,261	3,420	3,608	9,439	5,831
TRANSPORT - OTHER MAJOR PROGRAMMES	12,132	26,751	14,620	14,841	38,878	24,036

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £14.6m below budget.

Bus

Coventry Electric Bus City £6.9m - £1.5m of this is related to a power supply connection scheduled to be completed which may not now be required, owing to contractors arranging separately. A further £3m is due to an order for single deck buses which is on hold pending the Coventry network review to better understand what services are required going forward. Remaining £1.8m relates to payments awaiting release once TfWM are satisfied charging infrastructure has begun.

Cross City Bus -Dudley - Druids Heath Package £2.8m - The full business case submission has been rephased. Scheme delivery is not expected until 2023/24.

Cross City Bus - City Centre Package £0.9m - Rephasing of works, delivery of Cross City Package 1 expected to commence June 2023.

Other

Future Mobility Zone Enabling Data Exploitation £0.9m – The primary variance relates to resource allocation for the Mobility as a Service Project (MaaS).

Future Mobility Zone - Transport Network Data £1m - The Regional Strategic Modelling and Insight Tool is behind schedule due to procurement delays.

Future Mobility Zone – Innovation Showcases £0.8m – Phase 2 Hub Design and Development costs are now expected at the end of Q4.

FORECAST V BUDGET VARIANCE COMMENTARY

Bus

Coventry Electric Bus City £6.3m - £1.5m of this is related to a power supply connection scheduled to be completed which may not now be required, owing to contractors arranging separately. A further £3m is due to an order for single deck buses which is on hold pending the Coventry network review to better understand what services are required going forward. Remaining £1.8m relates to payments awaiting release once TfWM are satisfied charging infrastructure has begun.

Zero Emission Bus Regional Area £5.7m – A change request has been submitted to DfT requesting a deferral of works into 2023/24.

Cross City Bus -Dudley - Druids Heath Package £4.2m - The full business case submission has been rephased. Scheme delivery is not expected until 2023/24.

Cross City Bus - City Centre Package £1.5m - Rephasing of works, delivery of Cross City Package 1 expected to commence June 2023.

Other

Future Mobility Zone - Transport Network Data £2.7m - The Regional Strategic Modelling and Insight Tool is behind schedule due to procurement delays.

Future Mobility Zone – Innovation Showcases £1.3m – Phase 2 Hub Design and Development costs have been rephased, with some costs expected into 2023/24.

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Minor Work Programme	2,547	6,188	3,642	8,116	12,419	4,302
TRANSPORT - MINOR WORKS	2,547	6,188	3,642	8,116	12,419	4,302

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £3.6m below budget.

A435 Alcester Road Bus Priority Revitalisation £0.9m - Rephasing of construction works into early 2023 due to delay in obtaining a TRO from the relevant local authority.

Asset Management Programme £0.7m - Rephasing of procurement materials, to be used for upgrades to bus stations and rail park & ride sites, will commence in the coming months.

Air Quality Grant Scheme 2021 £0.5m - Project team is looking to reassign a new operator for this project and costs are likely to be incurred in the next financial year.

Key Route Network Safety £0.5m - This variance is likely to be phased into the next financial year as plans to spend this are being considered.

FORECAST V BUDGET COMMENTARY

A435 Alcester Road Bus Priority Revitalisation £1.1m – Some construction activity is now forecast to fall into 2023/24.

Air Quality Grant Scheme 2021 £1m - Project team is looking to reassign a new operator for this project and costs are likely to be incurred in the next financial year.

Priority 1 Development Workstream £0.6m – Forecast reduction as some schemes are running into 2023/24 due to lack of resourcing and the timing of construction works.

Asset Management Programme £0.6m - Rephasing of procurement materials, to be used for upgrades to bus stations and rail park & ride sites, will commence in the coming months.

West Midlands Combined Authority Transport Capital Programme Grants to Local Authorities – January 2023
Transport Capital Programme

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Grants to Local Authorities	6,442	23,321	16,879	14,139	38,861	24,722
Total Grants to Local Authorities	6,442	23,321	16,879	14,139	38,861	24,722

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £16.9m below budget.

Active Travel Fund - Tranche 3 £13.5m – The variance is due to the timing of physical construction works and LA resourcing. The programme business case has now been approved and LAs are progressing individual business cases to ensure funding is committed by March 2023 as stipulated in the grant conditions.

Priority 1 Delivery- A45 Coventry Road £1.5m - funding agreements between the two parties have not been signed yet to enable the LA to submit their grant claim.

Priority 1 Delivery - Perry Barr to Sutton Coldfield £0.5m – funding agreements between the two parties have not been signed yet to enable the LA to submit their grant claim.

MRN - A450 Bham Mid-Eastside £0.4m - LA claim is lower than expected.

FORECAST V BUDGET VARIANCE COMMENTARY

Active Travel Fund – Tranche 3 £15.9m – Local authorities are producing the individual business cases with funding due to be committed by March 2023 as required within the grant conditions. The delivery of the individual schemes will go beyond March 2023 and DfT have been fully engaged with the revised timelines to mitigate any risk of funding clawback.

Priority 1 Delivery – A45 Coventry Road Birmingham £4.5m – This is largely due to resourcing challenges over the last 6 months, the LA are looking to secure additional resource to support delivery.

Priority 1 Delivery – Perry Barr to Sutton Coldfield £1.5m – No spend is forecast for this financial year to reflect the revised business case submission timeline.

West Midlands Combined Authority Transport Capital Programme CRSTS – January 2023

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
CRSTS Programme	41,744	66,984	25,241	56,628	86,602	29,975
Total CRSTS	41,744	66,984	25,241	56,628	86,602	29,975

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £25.2m under budget.

Metro Line 1 Renovation £6.3m – A business case for drawdown of funds is going to March WMCA Board.

Metro Network Enhancements - Wednesbury Depot Upgrades £5.8m - Construction work for a power upgrade has been rephased due to restricted access to works site.

BSIP Bus Priority Cross City Routes £4.1m - The programme business case has been approved but only for initial £500k to complete design works to confirm the scope and delivery costs for the project.

Swift cEMV Contactless Payment Broker £5.1m - original budget was phased indicatively, as the project has advanced activity will accelerate into 2023/24.

CRSTS - VLR Phase 2 Coventry Demonstration Route £2.3m - The VLR phase 2 project SOC was approved at January 23 WMCA Board. Latest forecasted costs have now been accrued.

FORECAST V BUDGET COMMENTARY

Swift CeMV Contactless Payment Broker £7.1m – Rephasing of activity into the next financial year.

Metro Network Enhancements - Wednesbury Depot Upgrades £6.6m - Construction work for a power upgrade has been rephased due to restricted access to works site and a deferral of the Target Cost 2 submission.

BSIP Bus Priority Cross City Routes £5.7m – The forecast for the year has been reduced to reflect the movement in the business case timeline. The OBC will now be submitted in August 2023.

Metro Line 1 Renovation £5.4m – The forecast for the year has been reduced to reflect that Board approval would take place later in the year than originally expected.

CRSTS - VLR Phase 2 Coventry Demonstration Route £2.8m - The VLR phase 2 project SOC was approved at January 23 WMCA Board, months later than originally planned. Budget at the beginning of the year assumed a submission earlier within the financial year and expenditure incurred Q2 onwards.

West Midlands Combined Authority Capital Programme Investment Programme Grants to Local Authorities – January 2023

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme (Grants to Local Authorities)	42,331	70,794	28,463	50,847	83,671	32,824
Total Investment Programme Grants to Local Authorities	42,331	70,794	28,463	50,847	83,671	32,824

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £28.5m under budget.

Coventry City Centre South Regeneration - Coventry City Centre South £17.4m – change in scheme so deferred land acquisition costs to future years and it will take some time before construction costs are incurred.

CoW Technical Centre £5.2m - Funding agreement has now been exchanged between the two parties, the variance is due to the timing of the receipt of the funding claim.

UK Central HS2 Interchange £3.9m - this project is made up of several sub projects, the Roundabout Over Trace is underspent by £2.4m and NEC Roundabout by £1.3m, these variances represent changes to the phasing of expenditure not expected project life expenditure.

UK Central Infrastructure Package £3.6m - 24 sub-projects make up this project. The following sub-projects have seen slippage: Solihull Town Centre Low Carbon Energy Network £0.8m, A45 Damson Parkway Junction Improvements £0.3m, Accelerated Housing Delivery £0.4m, A452 Chester Road Corridor Enhancement £0.3m, Playing Pitch Implementation Strategy £0.3m.

Coventry Friargate Business District Phase 1 (£1.2m) - this variance is due to accelerated construction, plot acquisition and infrastructure costs as construction works are now expected to be complete by May 2023.

FORECAST V BUDGET COMMENTARY

Coventry City Centre South £20.8m - This scheme was originally largely a retail development but due to changes in consumer behaviour and increased regional need for housing, the project is being re-designed to include significantly more residential developments. As a result construction costs scheduled to incur in 2022/23 being deferred to 2023/24.

CoW Technical Centre £4.8m – Funding agreement has now been exchanged between the two parties, the variance is due to the timing of the receipt of the funding claim.

UK Central HS2 Interchange £4.5m - This is primarily due to the NEC Longabout sub-project. A change request has been submitted to re-scope the outputs of the project.

UK Central Infrastructure Package £3.5m - This project is made up of 24 sub-schemes. There have been forecast reductions on several sub-schemes resulting in an overall variance.

Coventry Regeneration Friargate (£1.1m) - Accelerated construction, plot acquisition and infrastructure costs and subsequently increased professional fees which are calculated as a percentage of the construction contract, have resulted in forecasted accelerated drawdown of IP funding.

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Housing	14,075	53,734	39,659	20,148	65,167	45,019
Total Housing	14,075	53,734	39,659	20,148	65,167	45,019

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £39.7m under budget.

BHF - Pipeline £15.9m - several projects due to commence during this year have not done so due to factors such as rising construction costs, inflation, complex land negotiations and securing planning permissions.

LPIF £7.1m -The variance is primarily in respect of the Phoenix 10 scheme (£3m) and uncommitted funds (£3.4m) which have been deferred to the next financial year.

BLPDF £6.9m – the underspend is largely due to the Shard End project which is now at risk of not progressing due to environmental issues and delays in work progressing with the LA. Viability of this project to be reviewed given the significant delays.

LF - Icknield Port Loop Phase 2a and 2b £2.5m - the developer has not met their grant conditions and so is not eligible for claiming any further grant funding. WMDC are currently preparing a report which will inform a grant variation agreement. It is likely this underspend will be recovered in future years.

BHF - Phoenix Park £2.1m - project cost inflation has been considered and the project is now due to go to Board early 2023.

FORECAST V BUDGET COMMENTARY

BHF – Pipeline £20.7m – See above - a number of projects anticipated to commence drawdown of spend before the end of the financial year have been rephased into the next financial year.

BLPDF £6.8m - This is largely due to Shard End project which has not yet commenced due to environmental reasons. This project is currently under review given the delays experienced.

LPIF £5.8m – The Phoenix 10 project is a complex remediation project. Works which were due to begin in January 23 have now been deferred to 2023/24.

LF - Icknield Port Loop Phase 2a and 2b £2.7m – This project has been paused as the developer has not met their grant conditions and so is not eligible for claiming any further grant funding. WMDC are currently preparing a report which will inform a grant variation agreement. It is likely this underspend will be recovered in future years.

BHF - Phoenix Park £2.5m - project cost inflation has been considered and the project is now due to go to Board early 2023.

	YEAR TO DATE - JANUARY 2023			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Net Zero Programme	461	7,026	6,564	3,803	8,894	5,091
Total Retrofit	461	7,026	6,564	3,803	8,894	5,091

ACTUAL V BUDGET VARIANCE COMMENTARY

At the end of January 2023, actual expenditure was £6.6m under budget.

Social Housing Decarbonisation £4.5m - The delivery / installation phase commenced in January with contracts in place with the partners, following completion of the customer recruitment and property assessment.

Sustainable Warmth Competition £2m - The scheme is in the mobilisation phase, with the customer recruitment and property assessment being undertaken and the installations phased into Q4.

FORECAST V BUDGET COMMENTARY

Social Housing Decarbonisation £3.6m – The updated forecast reflects the latest schedule of works.

Sustainable Warmth Competition £1.6m - The updated forecast reflects the latest schedule of works.

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Appendix 6
2022/23 Transport Capital Programme

TRANSPORT CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
Investment Programme - Metro	Metro Wednesbury to Brierley Hill Extension	69.2	131.1	48.0	67.7	-	316.0
	Metro Centenary Square Extension	0.6	-	-	-	-	0.6
	Metro Birmingham Eastside Extension	57.1	65.1	18.9	4.0	-	145.1
	Metro Edgbaston Extension	6.4	-	-	-	-	6.4
	Metro Network Enhancements	2.6	3.2	0.3	0.2	0.2	6.5
	Wolverhampton Metro Extension	8.4	0.3	-	-	-	8.7
	Buy Before Boarding	2.1	5.6	1.0	0.1	0.6	9.4
	Metro Enabling and Other Works	3.9	0.2	-	-	-	4.0
Investment Programme - Rail	Rail - Camp Hill Line Local Enhancements (Package 2)	31.4	20.2	0.7	-	-	52.3
	Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	10.5	29.7	3.0	-	-	43.2
	Rail - Sutton Coldfield Gateway	0.0	1.3	5.0	15.0	-	21.3
Investment Programme - Sprint	Sprint - Hagley Road Phase 1	2.3	1.7	-	-	-	3.9
	Sprint - Longbridge to Birmingham	0.2	-	17.2	11.7	13.4	42.5
	Sprint - Hall Green to Interchange via Solihull	0.2	-	7.3	5.7	18.8	32.0
	Sprint - Hagley Road Phase 2	0.2	-	11.2	11.2	32.2	54.8
	Sprint - Sutton Coldfield to Birmingham	-	-	25.9	-	-	25.9
INVESTMENT PROGRAMME TOTAL		195.1	258.3	138.3	115.7	65.2	772.6
Other Major Programmes	Sprint - A45 Birmingham to Airport and Solihull	13.8	1.0	-	-	-	14.8
	Sprint - A34 Walsall to Birmingham	7.7	0.6	-	-	-	8.3
	University Station Improvement Project	19.6	1.3	-	-	-	20.9
	Perry Barr Rail Station	7.7	-	-	-	-	7.7
	Regional Traffic Control Centre	6.5	2.1	-	-	-	8.6
	Perry Barr Mitigation Package	0.0	0.2	-	-	-	0.3
	Birchley Island - Sandwell MBC	0.5	-	-	-	-	0.5
	Commonwealth Games Public Realm - Local Authority	0.6	-	-	-	-	0.6
	Dudley Interchange	1.1	1.9	16.2	0.0	-	19.2
	Cross City Bus - City Centre & Druids Heath	0.6	9.6	11.8	-	-	22.0
	Coventry City Electric Bus	16.2	24.9	2.4	0.1	-	43.6
	Zero Emission Bus Regional Area (ZEBRA)	-	30.4	-	-	-	30.4
	Future Mobility Zone	5.9	2.5	-	-	-	8.3
Other Works	0.6	-	-	-	-	0.6	
OTHER MAJOR SCHEMES PROGRAMME TOTAL		80.7	74.4	30.4	0.2	-	185.6
Minor Works Programme	A435 Alcester Rd Bus Priority Revitalisation	0.5	0.7	-	-	-	1.2
	Strategic Transport Officer Group Top Slice	0.1	0.2	-	-	-	0.3
	Priority One Development Schemes	0.6	0.5	-	-	-	1.0
	Tackling Nitrogen Dioxide	0.2	-	-	-	-	0.2
	Asset Management Programme	2.0	0.1	-	-	-	2.1
	M6 Toll - In Vehicle Messaging	0.7	0.3	-	-	-	1.0
	Air Quality	0.6	0.4	-	-	-	1.0
	Other Works	1.9	0.2	-	-	-	2.1
MINOR WORKS PROGRAMME TOTAL		6.6	2.3	-	-	-	8.9
Grants to Local Authorities Programme	Active Travel Fund- Tranche 3	0.7	16.6	-	-	-	17.3
	Priority 1 Delivery- Perry Barr- Sutton Coldfield	0.1	1.2	0.2	-	-	1.5
	Priority 1 Delivery- A45 Coventry Road Birmingham	0.1	2.9	1.5	-	-	4.5
	Priority 1 Delivery- Binley Road Coventry	4.6	-	-	-	-	4.6
	Priority 1 Delivery- WTBH Metro Corridor Access Improvements	0.6	0.5	-	-	-	1.0
	B4106 Spon End - Coventry CC	1.0	-	-	-	-	1.0
	New St/High St/Victoria Sq Public Realm - Birmingham CC	2.1	-	-	-	-	2.1
	MRN-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0.2	0.2	-	-	-	0.4
	MRN - M5 J1 - Sandwell	0.0	0.2	-	-	-	0.3
	MRN-Cov North Package Link M6	0.0	0.2	-	-	-	0.2
	MRN-A452 Balsall Common Bypass	0.4	0.1	-	-	-	0.5
	Major Road Network- A454 Wolverhampton to Neachells	0.4	-	-	-	-	0.4
	Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0.5	-	-	-	-	0.5
	Major Road Network- A46 Link Road Ph3 Coventry	0.3	-	-	-	-	0.3
	Major Road Network - A461	0.8	-	-	-	-	0.8
MRN-A4540 Bham Middleway -Eastside	0.7	-	-	-	-	0.7	
Other Works	1.2	-	-	-	-	1.2	
GRANTS TO LOCAL AUTHORITIES PROGRAMME TOTAL		13.4	21.8	1.7	-	-	36.9
TRANSPORT TOTAL		295.8	356.9	170.4	115.8	65.2	1,004.1

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**Appendix 7
2022/23 Housing and Land Capital Budget**

HOUSING AND LAND CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
IP Land	Brownfield Land & Property Development Fund (BLPDF)	4.2	4.9	0.7	0.8	0.0	10.8
Remediation	LPIF (Black Country Consortium)	21.4	15.1	0.1	0.1	-	36.7
Land Fund	Land Fund - Simon Digby	0.0	0.6	1.8	0.6	-	3.0
	Land Fund - Stone Yard	0.0	1.0	0.0	1.0	0.0	2.1
	LF - Abbots Lane	2.2					2.2
	Land Fund - Aga	-	0.0	0.4	0.4	0.4	1.1
	Land Fund - Portersfield	0.1	0.6	0.3	3.8	1.4	6.1
	Land Fund - Fountain Lane	0.9	0.9	0.6	-	-	2.3
	Land Fund - Brierley Hill	0.2					0.2
	Land Fund - Port Loop phase 3 & 4	0.6	2.7	0.0	0.0	-	3.3
	Land Fund - Culwell St	1.8	2.3	1.2	0.1	-	5.3
	Brownfield Land - Pipeline	2.0	24.8	43.6	33.7	15.4	119.4
	Woodend Henley Manor Farm	0.9	0.2	-	-	-	1.1
	Brownfield Land - Phoenix Park	0.8	1.7	-	-	-	2.6
	Brownfield Land - Murdoch and Pitman	0.3	1.1	0.2	0.2	-	1.8
	Brownfield Land - Black Country Lvg Museum	0.7	0.0	0.0	-	-	0.7
	Brownfield Land - Globe House	0.4	0.2	-	-	-	0.6
	Brownfield Land - Erdington Baths	0.0	0.7	1.4	0.0	-	2.1
	National Competitive Fund - Pipeline	-	0.4	4.4	9.5	1.8	16.1
	National Competitive Fund - West Longbridge	2.1	0.0	0.0	0.0	0.0	2.2
	Land Fund - Dobbs Street	0.0	0.1	0.2	0.2	-	0.6
	Land Fund - Lioncourt	0.4	0.2	0.0	-	-	0.5
	Land Fund - Friar Park	0.4	0.1	0.0	4.5	0.0	5.0
	Land Fund - Pipeline	0.4	8.6	6.3	6.2	4.6	26.1
	Land Fund - Abberley Street	0.1	0.5	0.0	0.0	0.0	0.5
	Land Fund - Cranford Way	0.1	0.1	0.1	-	-	0.2
	Land Fund - Caparo	0.8	0.4	0.5	0.0	-	1.7
	Land Fund - Icknield Port Loop Phase 2a and 2b	2.7	0.0	0.0	0.0	-	2.7
Land Fund - Cookley Works	0.2	0.5	-	-	-	0.8	
Land Fund - Other	0.0	0.1	0.1	0.1	0.1	0.3	
HOUSING AND REGENERATION PROGRAMME TOTAL		43.5	67.9	61.8	61.1	23.6	258.0
OTHER CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
Other	5G	1.1	-	-	-	-	1.1
Net Zero	Social Housing Decarbonisation	6.2	-	-	-	-	6.2
	Sustainable Warmth Competition	2.6	-	-	-	-	2.6
	Net Zero Neighbourhood - Capital	0.2	1.1	0.4	-	-	1.7
OTHER TOTAL		10.1	1.1	0.4	-	-	11.5

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**Appendix 8
2022/23 Investment Programme Grants to Local Authorities Programme**

INVESTMENT PROGRAMME GRANTS TO LOCAL AUTHORITIES CAPITAL PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
IP Grants to Local Authorities	Coventry City Centre South Regeneration - City Centre	7.1	52.7	7.1	17.4	-	84.3
	Coventry City Centre South Regeneration - Friargate	25.0	2.9	-	-	-	27.9
	Coventry UKC Plus - Coventry South Package	6.7	30.5	23.4	26.7	14.4	101.6
	Coventry UKC Plus - Coventry North Package	0.0	4.0	11.3	6.2	-	21.4
	UK Central Infrastructure Package - Programme Total	7.1	42.8	51.9	45.9	32.2	179.8
	UK Central HS2 Interchange - Programme Total	10.5	8.7	61.4	52.6	42.5	175.8
	CoW Technical Centre	6.7	0.9	0.1	-	-	7.8
	Coventry Station Masterplan	2.7	-	-	-	-	2.7
	Coventry - Future schemes to be scoped	-	-	5.9	18.8	15.0	39.7
	Other Schemes	0.1	0.0	-	-	-	0.1
IP GRANTS TO LOCAL AUTHORITIES		65.8	142.5	161.2	167.5	104.0	640.9

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Appendix 9

2022/23 City Regional Sustainable Transport Settlement Programme

This appendix provides an overview of the forecast utilisation of funding from the West Midlands Region £1.05bn capital CRSTS Settlement, for which WMCA is accountable. It does not provide an overview of the expected gross expenditure for projects within the CRSTS programme, inclusive of expenditure funded from other funding sources administered by WMCA, or match funding sources administered by local authority partners.

Gross expenditure recognised by WMCA is reported within the Transport Capital Programme is detailed at **Appendices 5** and **6**. A reconciliation to the expenditure within the appropriate sections of these appendices is provided below.

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME (£M)		2022 / 2023	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	TOTAL
City Region Sustainable Transport Settlement Programme	GRANTS TO LOCAL AUTHORITIES						
	Highway Maintenance						
	Coventry City Council	4.1	4.1	4.1	4.1	4.1	20.4
	Dudley Council	4.5	4.5	4.5	4.5	4.5	22.4
	Sandwell Council	4.7	4.7	4.7	4.7	4.7	23.7
	Solihull Council	3.9	3.9	3.9	3.9	3.9	19.4
	Walsall Council	3.6	3.6	3.6	3.6	3.6	17.8
	Wolverhampton City Council	3.3	3.3	3.3	3.3	3.3	16.6
	Subtotal	24.1	24.1	24.1	24.1	24.1	120.4
	Local Network Improvement Plan						
	Birmingham City Council	6.3	6.3	6.3	6.3	6.3	31.3
	Coventry City Council	2.0	2.0	2.0	2.0	2.0	10.2
	Dudley Council	1.8	1.8	1.8	1.8	1.8	8.8
	Sandwell Council	1.8	1.8	1.8	1.8	1.8	9.0
	Solihull Council	1.2	1.2	1.2	1.2	1.2	5.9
	Walsall Council	1.6	1.6	1.6	1.6	1.6	7.8
	Wolverhampton City Council	1.4	1.4	1.4	1.4	1.4	7.2
	Subtotal	16.0	16.0	16.0	16.0	16.0	80.2
	Grants to Projects						
	CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	0.3	0.8	4.0	8.0	6.0	19.0
	CRSTS - IG - East Birmingham to Solihull Corridor	0.1	1.4	6.0	9.5	8.0	25.0
	CRSTS - IG - Chester Road Segregated Cycleway and Capacity		0.2	0.8	2.0	3.8	6.8
	CRSTS - IG - Active Travel - A45 Segregated Cycleway		5.6	8.0	0.7	-	14.3
	CRSTS - IG - Wolverhampton CC Walk, Cycle and Bus Package		5.5	4.0	-	-	9.5
	CRSTS - IG - A454 Walk, Cycle and Bus Corridor	0.1	1.3	3.1	6.4	7.5	18.2
	CRSTS - IG - BCW Access: Darlaston and Willenhall Train Stations	0.2	0.1	2.7	-	-	3.0
	CRSTS - IG - WBHE: Sustainable Access Measures		4.5	5.0	6.5	-	16.0
	CRSTS - CoP - Very Light Rail Phase 2	7.2	20.9	22.3	5.6	15.6	71.5
	CRSTS - CoP - Sutton Coldfield Gateway	0.2	0.5	2.5	10.8	11.0	25.0
	CRSTS - CoP - Solihull Station Integrated Transport Hub		0.8	1.3	1.5	1.5	5.0
	CRSTS - CoP - UKC - Dorridge Bus Priority		0.5	1.0	1.5	2.0	5.0
	CRSTS - CoP - Snow Hill Growth Strategy		-	3.9	1.2	-	5.0
	CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0.1	0.5	13.4	0.5	-	14.5
	CRSTS - HSaS - City Centre Active Travel to Interchange	0.1	8.0	2.2	9.7	-	20.0
	CRSTS - HSaS - One Station and Smallbrook Queensway	0.1	0.5	2.0	6.4	1.0	10.0
	CRSTS - HSaS - Black Country Walking and Cycling Package		2.0	2.0	2.0	2.0	8.0
	CRSTS - HSaS - Dudley Interchange Sustainable Connectivity		-	1.0	3.0	3.5	7.5
	CRSTS - HSaS - Dickens Heath to Solihull Town Centre LCWIP		1.1	9.2	-	-	10.3
	CRSTS - HSaS - Knowle to Solihull Town Centre LCWIP		1.0	7.0	-	-	8.0
	CRSTS - HSaS - Stourbridge TC Sustainable Connect Package		-	0.8	1.6	0.6	3.0
	CRSTS - CRNaC - Multi-modal Access HS2		0.3	0.8	2.0	2.0	5.0
	CRSTS - CRNaC - Foleshill Transport Package	1.0	3.5	-	-	-	4.5
	CRSTS - CRNaC - A461 Walking, Cycling and Bus Corridor	0.1	1.6	23.3	-	-	25.0
	CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0.0	0.5	0.5	8.0	10.0	19.0
	CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0.2	1.8	7.0	10.0	10.1	29.0
	CRSTS - CRNaC - A449 Walk, Cycle and Bus Corridor		1.5	3.5	3.0	-	8.0
	CRSTS - CRNaC - BCW Access: Walsall Town Centre Interchange		-	0.3	0.4	0.4	1.0
CRSTS - CRNaC - West Coast Mainline M42 bridge		0.5	0.8	1.8	2.0	5.0	
CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	0.5	8.0	8.5	-	-	17.0	
CRSTS - DaGR - ULEV Black Country		3.5	3.5	-	-	7.0	
CRSTS - Data Scheme Development Support		1.7	1.7	1.7	1.7	7.0	
Subtotal	10.1	77.9	151.8	103.7	88.6	432.1	

		2022 /	2023 /	2024 /	2025 /	2026 /	TOTAL	
		2023	2024	2025	2026	2027		
	totals b/f	50.3	118.0	191.9	143.8	128.7	632.7	
	PROJECTS DELIVERED BY TFWM							
	Projects introduced within CRSTS Programme							
City Region Sustainable Transport Settlement Programme	Rail Development		0.5	0.8	0.8	0.9	3.0	
	Aldridge Station	0.2	1.3	3.0	5.5	20.0	30.0	
	Dudley Port Integrated Transport Hub	0.2	1.1	1.1	-	-	2.4	
	Demand Responsive Bus		2.5	3.0	4.5	-	10.0	
	BSIP Retrofit Programme		3.0	-	-	-	3.0	
	Park and Ride Tile Hill and Whitlocks End		3.0	1.0	0.5	-	4.5	
	BSIP Bus Priority Cross City Routes	0.3	4.0	15.4	25.9	13.4	59.0	
	Mobility Hubs and E Bikes		3.3	2.3	3.1	-	8.6	
	Swift cEMV contactless payment broker	2.2	6.5	5.0	4.1	0.3	18.0	
	Ultra Rapid Charging Transit Stations		14.0	-	-	-	14.0	
	ULEV		3.1	2.6	-0.7	-	5.0	
	Metro Line 1 Renovation	2.3	22.2	5.5	-	-	30.0	
	Metro Wednesbury Depot Upgrades	2.0	21.4	14.6	-	-	37.9	
	Metro Traction Power Phase 2	0.2	6.4	5.9	-	-	12.6	
	A45 Bham to Solihull - Phase 2	2.4	10.2	9.4	3.4	-	25.4	
	A34 Walsall to Bham - Phase 2	3.6	11.4	10.7	4.9	-	30.6	
	Hagley Road Rapid Transit	0.1	4.9	5.0	10.0	5.0	25.0	
	Subtotal		13.5	118.8	85.3	62.0	39.6	319.1
		SUBTOTAL TRANSPORT CAPITAL PROGRAMME - CRSTS	63.8	236.7	277.2	205.8	168.3	951.7
		Reconciliation with £1.050bn CRSTS settlement						
	Other TfWM projects funded from CRSTS							
	WMCA Local Network Improvement Plan	5.5	5.5	5.5	5.5	5.5	27.3	
	Transforming Cities Fund 2	71.5					71.5	
	CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME	140.2	242.2	282.6	211.2	173.8	1,050.0	

**Appendix 10
CRSTS Funding Awarded as at 31 January 2023**

Delivery Body	Expected CRSTS Funding	Approved	Unapproved
Birmingham	125,067,500	33,134,558	91,932,942
Coventry	106,602,000	66,627,378	39,974,622
Dudley	53,732,500	32,765,410	20,967,090
Sandwell	68,896,000	34,246,000	34,650,000
Solihull	79,281,000	25,281,000	54,000,000
Walsall	58,259,000	26,009,000	32,250,000
Wolverhampton	117,737,000	26,087,000	91,650,000
Local Authority Sub-Total	609,575,000	244,150,346	365,424,654
WMCA	440,425,000	230,099,001	210,325,999
Total	1,050,000,000	474,249,347	575,750,653

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Appendix 11

Total Regional Investment Programme Expenditure as at 31st December 2022

PROGRAMME	COST TO COMPLETION			
	PRIOR PERIOD SPEND	2022 / 2023 FORECAST	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN
	£000	£000	£000	£000
COVENTRY UKC PLUS	194,177	14,074	427,274	635,524
SPRINT PROGRAMME	75,519	21,914	195,226	292,660
RAIL PROGRAMME	47,690	30,935	155,739	234,364
METRO PROGRAMME	488,958	120,621	1,094,767	1,704,346
UK CENTRAL INFRASTRUCTURE PACKAGE	88,655	87,229	1,180,342	1,356,226
UK CENTRAL HS2 INTERCHANGE	35,297	8,810	583,621	627,728
HS2 GROWTH STRATEGY TOTAL	930,296	283,584	3,636,968	4,850,848
COVENTRY CITY CENTRE SOUTH REGENERATION	55,370	33,558	245,659	334,587
INNOVATION PROGRAMME	37,876	5,412	151,711	194,999
LAND RECLAMATION AND REMEDIATION	55,918	10,630	133,452	200,000
COMMONWEALTH GAMES 2022	73,028	5,320	-	78,348
EMPLOYMENT, EDUCATION & SKILLS	1,023	290	18,687	20,000
BUSINESS AND TOURISM PROJECT - BATP	10,687	12,427	834	23,948
COVENTRY ELECTRIC BUS CITY	11,407	9,894	118,199	139,500
REGIONAL RECOVERY & RISKS	11,754	3,175	35,034	49,962
COLLECTIVE INVESTMENT FUND	87,111	43,589	869,300	1,000,000
OTHER INVESTMENT PROGRAMME SCHEMES	344,173	124,293	1,572,877	2,041,343
GRAND TOTAL	1,274,468	407,877	5,209,846	6,892,191

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Appendix 12
WMCA Investment Programme Commitments as at 31st January 2023

£m	Total Expected Approvals	Approved Commitments	Actual Spend (Dec-22)
Coventry UK Central Plus	288.1	94.8	92.9
Sprint Programme	217.4	47.0	39.3
Rail Programme	113.9	63.0	25.4
Metro Programme	222.8	222.8	106.0
UK Central Infrastructure Package	288.0	35.1	25.6
UK Central HS2 Interchange	398.0	57.5	40.9
SUB TOTAL HS2 GROWTH STRATEGY	1,528.2	520.4	330.1
Coventry City Centre South Regeneration	150.0	150.0	57.5
Innovation Programme	50.0	16.1	13.8
Land Reclamation and Remediation	200.0	103.0	62.1
Commonwealth Games 2022	25.0	25.0	25.0
Employment, Education & Skills	20.0	1.3	1.3
Business and Tourism Project - BATP	2.6	2.6	0.3
Coventry Electric Bus City	5.0	5.0	0.5
Regional Recovery & Risks	41.3	30.4	12.4
OTHER INVESTMENT PROGRAMME	493.8	333.4	172.7
TOTAL	2,022.0	853.7	502.8

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Appendix 13
WMCA Administered Funds – January 2023

Funding Stream	Grant Awarded £'000	Spend to Date £'000	Purpose
Midlands Connect	11,095	10,095	Revenue funding. Work is continuing on delivering the Midlands Engine 'Vision for Growth'.
One Public Estate	1,453	713	Revenue funding. Agreed by WMCA Board that WMCA would assume accountable body status for this grant award, which is delivering various projects to secure more from public sector assets through collective action.
Community Renewal Fund	3,369	3,369	Revenue funding. This fund aims to support people and communities most in need across the UK. The fund will pilot programmes and new approaches to invest in skills, community and place, local business and supporting people into employment. The funding has now been fully utilised.
Active Travel Fund - Capital	10,304	6,585	Funding awarded to external local authorities for the delivery of an array of capital schemes to support the production of cycling and walking facilities throughout the region.
Active Travel Fund - Revenue	1,157	693	Revenue funding to support the above.
Total	27,378	21,456	

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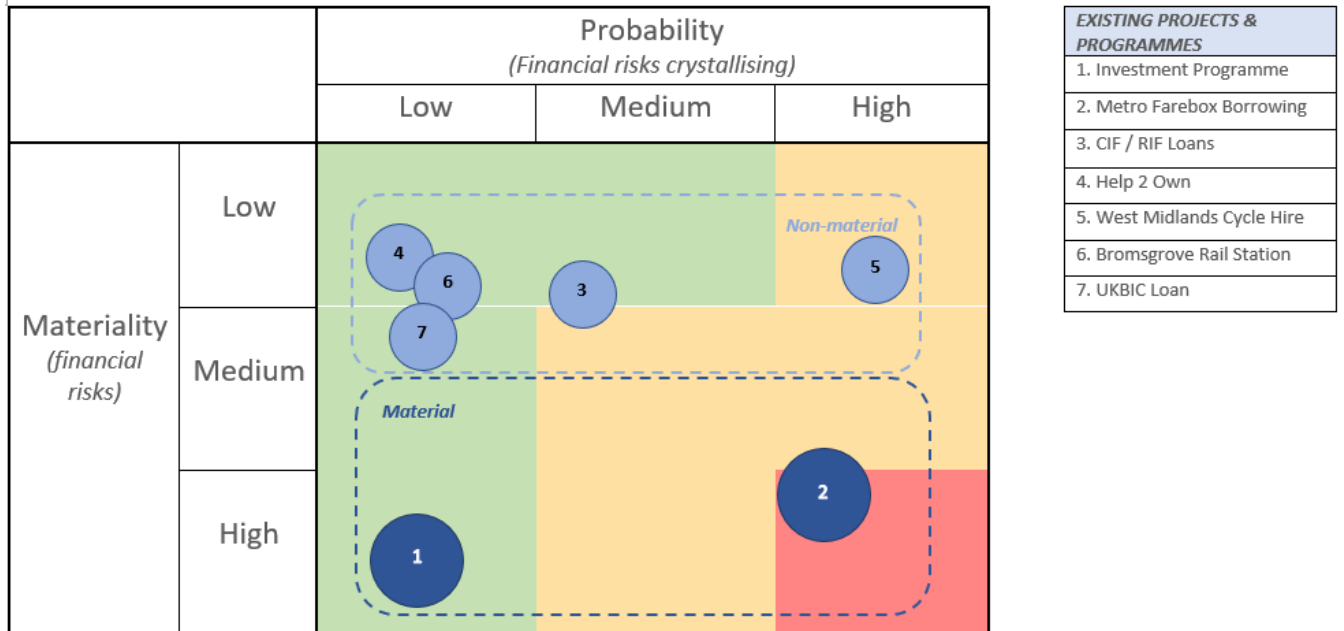
Appendix 14
WMCA Balance Sheet

WMCA Balance Sheet as at 31 January 2023			
	31 January 2023 £'000	31 December 2022 £'000	Movement £'000
Property, plant and equipment	707,712	699,461	8,251
Intangible assets	1,380	1,433	(53)
Investments	45,368	47,403	(2,035)
Loan Receivables	15,922	15,922	-
Long-term assets	770,382	764,219	6,163
Short-term debtors	77,267	95,452	(18,185)
Short-term deposits	712,382	664,624	47,758
Cash and bank	292	242	50
Current assets	789,941	760,318	29,623
Loans - interest due	(4,080)	(3,200)	(880)
Short-term creditors/accruals	(120,579)	(140,818)	20,239
Current liabilities	(124,659)	(144,018)	19,359
Net current assets	665,282	616,300	48,982
Provisions	(4,990)	(4,972)	(18)
Loans - PWLB	(498,145)	(498,308)	163
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(4,678)	(4,678)	-
Grants receipts in advance	(497,838)	(444,971)	(52,867)
Long-term liabilities	(1,015,651)	(962,929)	(52,722)
Net assets	420,014	417,590	2,423
General fund balance	6,907	1,310	5,597
Earmarked reserves	289,708	304,171	(14,463)
Capital grants unapplied reserve	1,841	1,841	-
Usable reserves	298,456	307,322	(8,866)
Revaluation reserve	6,126	6,126	-
Deferred capital grants account	745,143	736,945	8,199
Capital financing account	(625,849)	(628,940)	3,091
Financial Instruments Adjustment Account	(2,724)	(2,724)	-
Accumulated absences account	(1,138)	(1,138)	-
Unusable reserves	121,558	110,268	11,289
Total reserves	420,014	417,590	2,423

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Appendix 15 Commercial Project Financial Risk Overview

This risk register documents the status of the commercial initiatives WMCA are undertaking, the majority of which have been considered by the WMFD group at a headline or in detail. It includes live commercial initiatives only. There are other risks WMCA will be exposed to (for example reductions in Government grants) which are not included on this register; but it is important to consider the risks detailed below in the context of the other financial risks WMCA are exposed to managing, and the low financial resilience of the organisation in general.



Details on High Impact and / or High Probability Risks

Ref 1 : Investment Programme

The Investment Programme is underpinned by a 30 year £36.5m grant from Government which is subject to a Gateway review every 5 years.

WMCA passed the first gateway review in 2021.

However, almost the full value of the Gainshare over 30 years is now committed through project delivery, funding agreements with local authorities and agreements to repay financing. This means that Local Authorities effectively underwrite the risk of WMCA not passing a Gateway review (and the subsequent impact on the 30-year funding).

Measures are in place through the Single Assurance Framework to ensure the necessary evidence can be collected to allow Gateway review points to be dealt with sufficiently.

There is a risk however, WMCA could fail a gateway review.

As such, this risk is considered high impact but low probability.

Ref 2 : Metro Farebox Borrowing

The Metro Farebox Model assumes a certain level of capital funding can be secured from future operating surpluses.

Whilst the financial model remains balanced at present, there are a significant number of variables which could place pressure on the commercial model. These being the cost of borrowing, patronage assumptions not being in line with estimates, operating costs (i.e. power) exceeding estimates, timing of Buy Before You Board.

WMCA continually assess the financial model to determine the impact of the latest projections.

The farebox model currently assumes around £39m of borrowing is affordable which is the maximum downside should all the variables move against the current projections severely.

In light of the number of variables and the current trends within, the risk is currently considered to be high impact and high probability.

As a mitigation, the Metro and Finance Teams are continually reviewing options to negate the worst case impacts.

Ref 5 : West Midlands Cycle Hire (WMCH)

The commercial success of Cycle Hire is predicated upon users using the scheme. The commercial model was developed using the best information available but there are no examples of exactly equivalent schemes with which to form robust projections.

As such, the WMCH schemes contains a degree of uncertainty and the initial stages of the project provide a useful point with which to forecast users on an ongoing basis, particularly as ridership demonstrates some seasonal trends.

Overall, numbers are marginally lower than initial expectations, but this was recognised as a risk at the out-set of the project and funds set aside in the likelihood of a sub-optimal outcome.

Given user numbers are lower than expected, the risk is high probability, but low impact.

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Date	17 March 2023
Report title	West Midlands Growth Company Review - Cover Paper and Implications
Portfolio Lead	Economy & Innovation - Councillor Ian Brookfield
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Laura Shoaf, Chief Executive email: laura.shoaf@wmca.org.uk
Report has been considered by	WMGC Review Sponsors and Executive Groups Local Authorities Economic Growth Board Directors of Economic Development

1. Purpose

- 1.1. The Economic Growth Board commissioned a Review on the West Midlands Growth Company on 23 September 2022. That Review has been led by a Sponsors Group, with findings discussed with Economic Growth Board and Mayor and Portfolio Leads. The Review is appended.
- 1.2. The comments of WMCA Statutory Officers are set out below.

2. Recommendations

- 2.1 The WMCA Board considers the WMGC Review report, appended to this paper. In particular:
 - (1) Note the findings of the Review and the range of functions it can undertake.

- (2) Note the proposed WMGC Ltd operating budget for the next two years, as set out in the table at paragraph 3.1. This builds upon the one year commitment of £4m of funding for 2023/24 approved by the Board in December 2022. Further funding decisions will be taken in respect of item 9 on the agenda (Commonwealth Games Legacy Fund).
- (3) Note that the geographical footprint of WMGC post the integration of Local Enterprise Partnership (LEP) functions to the WMCA needs to be resolved and that the recommendations will be brought forward as soon as possible, to include clarifying the future relationship with Warwickshire.
- (4) Note the ongoing work required to attain long-term financial sustainability from April 2025 and to clarify roles and responsibilities, and handovers across programmes of activity, across WMGC, WMCA, local authorities and other partners.

3. Financial Implications

- 3.1 This report sets out a proposal to support WMGC's gross operating budget of £21.8m over the next two financial years funded as follows:

WMGC Ltd	2023/24 £'000	2024/25 £'000	Total for 2 years £'000
Funding			
WMCA core funding	700	700	1,400
UKSPF	1,600	1,600	3,200
Commonwealth Games Legacy funding	1,700	1,700	3,400
WMCA approved through SAF process	4,000	4,000	8,000
Commercial and other	1,900	1,900	3,800
Total without any Legacy Funds	5,900	5,900	11,800
Additional ask through Legacy Funds	4,250	5,750	10,000
Total Funding	10,150	11,650	21,800
Total Commonwealth Games Legacy Funding	5,950	7,450	13,400

- 3.2 It is important to note that WMGC Ltd does not form part of the WMCA Group and is not a subsidiary of WMCA as a public body. The company is owned collectively across the region with 19 members, including WMCA, West Midlands local authorities and the region's universities.
- 3.3 At its December 2022 meeting, WMCA Board endorsed £4.0m of funding for the 2023/24 financial year only, made up of a £0.7m contribution from the WMCA annual operating budget, £1.6m from UKSPF funding and £1.7m from Commonwealth Games legacy funding.

- 3.4 In approving this report WMCA Board members are committing regionally to the 'in principle' WMGC Ltd gross operating budget of £10.1m in 2023/24 and £11.7m in 2024/25, subject to business case approval from a due diligence and outcomes perspective via the WMCA Single Assurance Framework by WMCA Investment Board in June 2023.
- 3.5 Endorsement of the report will commit WMCA to funding over the next 2 years of £0.7m per year from its overall annual membership fees of £3.0m per annum, plus £1.6m per annum, £3.2m in total from the regional UKSPF allocation, and finally a total of £13.4m from the £70.0m CWG legacy funds, £11.7m over and above Commonwealth Games Legacy funds approved in December 2022.
- 3.6 Approval of the £13.4m commitment from the £70.0m CWG legacy funds to WMGC Ltd is the subject to of a separate report at item 9 on this agenda.
- 3.7 In approving the continuation of the WMGC Ltd at the level set out in this report for the next two financial years, WMCA Board members must satisfy themselves that the operating model represents good Value for Money against the overall funds available in terms of impact and best use of limited public resources. In addition, WMCA Board members need to satisfy themselves in noting the recommendations from this review that the future role of WMGC is clear and that there is no duplication of activity between WMGC Ltd, WMCA or individual local authorities.
- 3.8 Outputs to be delivered by WMGC Ltd for the gross operating budget of £21.8m over the two years will be defined within the business case for consideration by Investment Board in April 2022 and will need appropriate monitoring evaluation and reporting to be put in place.
- 3.9 As a separate legal entity, WMGC Ltd and its directors are responsible for securing the future financial sustainability of the company post March 2025. Any future funding requests from WMGC Ltd cannot and will not form part of the WMCA budget or its own future funding requirements. However, it is recommended that the company aligns its medium-term financial planning requirements to regional budget discussions that the Metropolitan Authorities run in relation to support of all West Midlands regional bodies including WMCA, the West Midlands Police and Crime Commissioner and West Midlands Fire and Rescue Authority.

4. Legal Implications

- 4.1. There are no immediate legal implications as a direct result of this report. WMGC Ltd is a Private Company Limited by Guarantee, with no share capital. Its directors include some members of the WMCA Board.
- 4.2. The Board of WMCG is chaired by the private sector and comprises of business, local authorities, the WMCA and universities; but public sector company members retain overall control through the company's AGM and voting rights. The WMGC Board reports to the Economic Growth Board. The portfolio Lead for Economy and the Chair of the Economic Growth Board sits on the WMGC Board. The WMGC Chair also sits on the Economic Growth Board to help ensure alignment of agendas.

4.3. The Review has found that the current governance model should be retained, considering that there are clear benefits to it – WMGC is a separate company with its own Board; it adheres to strong and effective governance and financial structures but has a level of agility which means it can respond to market requirements. The Board’s membership enables WMGC to benefit from the expertise of the public, private and academic sectors which enables it to deliver optimum outputs.

5. Equalities Implications

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

6. Inclusive Growth Implications

6.1. The focus of WMGC’s future activity will support the delivery of the region’s inclusive growth ambitions. For example, WMGC’s inward investment activity will create new employment opportunities for local people across the region – both directly and indirectly through supply chains; capital investment activity will focus will be on new, brownfield development and the refurbishment and repurposing of existing assets in line with local priorities. Ultimately, this work will improve the living conditions of local residents, drive economic uplift through new investment and champion a more sustainable future landscape for the region; and activity to promote the West Midlands visitor economy domestically and globally, drive visitor footfall across local authority areas, sustaining local businesses, materially improving perceptions of these destinations, promoting cultural and social wellbeing and fostering the civic pride of citizens. It will target major events, conferences and sporting federations which will deliver social and economic benefits to businesses and residents and support the region’s sporting, cultural, events and hospitality supply chain.

7. Geographical Area of Report’s Implications

7.1. The report primarily covers the seven West Midlands Combined Authority metropolitan areas but there are geographical implications for WMGC’s footprint that need to be resolved as outlined in the report.

8. Other implications

8.1. None.



Date	17 March 2023
Report title	West Midlands Growth Company Review
Portfolio Lead	Economy & Innovation - Councillor Ian Brookfield
Accountable Chief Executives	Tim Johnson, City of Wolverhampton Council Laura Shoaf, West Midlands Combined Authority Neil Rami, West Midlands Growth Company
Accountable Employee	Katie Trout, Director of Policy & Partnerships, West Midlands Growth Company
Report has been considered by	WMGC Review Sponsors and Executive Groups Local Authorities Economic Growth Board Directors of Economic Development

1. Purpose

- 1.1. This paper sets out the findings of the review into the West Midlands Growth Company (WMGC). It outlines feedback from the consultation process into the future model for the Company and sets out recommendations in a number of areas. It also highlights issues where further work is required.

2. Recommendations

The WMCA Board is recommended to:

- (1) Note the findings of the Review.
- (2) Agree that the current funding envelope for the WMGC of £12m should be consolidated going forward and that WMGC activity should be re-focused to

meet regional and local priorities ie. Scenario 5 of the six scenarios for the future model of the WMGC that have been consulted upon.

- (3) Agree that WMGC should continue to undertake the functions as set out in paragraph 6.7 and that the balance of activity across them should be determined by regional and local priorities.
- (4) Agree that WMGC should undertake the additional role of Strategic Relationship Management if budget levels are broadly maintained at their current level and that WMGC should work closely with Local Authorities (LAs) and the WMCA to deliver this function.
- (5) Note that the geographical footprint of WMGC post-Local Enterprise Partnership (LEP) integration needs to be resolved and that the recommendations will be brought forward as soon as possible, to include clarifying the future relationship with Warwickshire.
- (6) Note the detailed work being undertaken with LAs and with the WMCA to determine local and regional priorities and that these are being used to inform the proposal for additional Commonwealth Games Legacy Enhancement Funding and will ultimately inform WMGC's Business Plan.
- (7) Note and discuss the progress in developing a framework of Objectives & Key Results, and note the further work that is being undertaken to determine thematic objectives, deliverables and specific leading and lagging indicators.
- (8) Note that a proposal for £10m from the Commonwealth Games Legacy Enhancement Fund to support the *Global West Midlands* Investment and Tourism Programme over the next two years will be considered on a separate item on this Board agenda. If successful, this would enable WMGC to have an overall budget of £10.15m in 2023/24 and £11.65m in 2024/25 ie. broadly realising the ambitions of 'Scenario 5'.
- (9) Note that WMGC will achieve efficiency savings amounting to a 10% - 15% reduction in the regional workforce/ 3rd party costs over the course of the year on the *core* activities.
- (10) Agree that identification of long-term sustainable funding for the WMGC, to support the consolidation of the WMGC budget at £12m, is returned to in early 2023/24 and recommendations are brought forward to Economic Growth Board (EGB) for consideration and then on to the WMCA Board in due course.
- (11) Endorse proposed changes to membership of the WMGC Board, specifically: that the Board should be expanded so that each LA is represented on it; and that private sector membership should be reviewed when terms of office come to an end to ensure Directors have the right suite of skills and experiences aligned to WMGC's future focus – noting that these changes will be for WMGC Ltd to formally agree and to enact.

- (12) Agree that from 2023/24, EGB should agree WMGC's annual business plan including its objectives and key results and that it should receive quarterly performance reports on progress from WMGC.
- (13) Approve proposals to strengthen engagement with the LAs and the WMCA at political and officer levels and agree that partners identify named senior officers and councillors by correspondence with the WMGC.
- (14) Note the ongoing work to clarify roles and responsibilities, and handovers across programmes of activity, across WMGC, WMCA and LAs.

3. Background

3.1 At its meeting in September 2022, the EGB commissioned a review of WMGC's functions, funding and governance with the purpose of making recommendations to the EGB, and the WMCA Board, on the future scope, scale and sustainable funding of activity of the WMGC.

3.2 There are three key elements to the review:

- I. Functions - what do we require the WMGC to do that adds value to LA and WMCA activities;
- II. Governance - what is the right governance model for the WMGC; and
- III. Funding:
 - a. Phase 1: how does the region provide assurance for the WMGC as a going concern for 2023/24; and
 - b. Phase 2: what is the right sustainable funding model for the WMGC.

3.3 The Review is being overseen by a Sponsors Group of the EGB Board Chair, Mayor and Chair of the WMGC. It is led by a leadership team of the WMCA Chief Executive, Chief Executive of the City of Wolverhampton Council and Chief Executive of WMGC. Support is being provided by the WMCA, City of Wolverhampton Council and WMGC, working in conjunction with Directors of Economic Development and the West Midlands Financial Directors.

3.4 The findings of the Review and the emerging feedback from the consultation were considered by the EGB on 17th February 2023.

4. Review outcomes to date

4.1. The focus of the Review prior to Christmas was on Phase 1 of the Funding element i.e. the region providing assurance for the WMGC that it would be a going concern for 2023/24.

4.2. This element was completed when the WMCA Board approved the £4m regional allocation for the WMGC for next financial year at its meeting on 16 December 2022.

This comprised of funding from the WMCA's core budget (£700k), UK Shared Prosperity Fund (£1.6m) and Commonwealth Games residual contingency funding (now referred to as Legacy Funding) (£1.7m).

- 4.3. When combined with £1.9m of commercial and other funding that the WMGC expects to generate, this means that the WMGC has a budget of £5.9m confirmed for the next financial year.

5. Second phase of the Review

- 5.1. The next phase of the Review has focused on functions, governance and identifying the optimum financial envelope for WMGC going forward.
- 5.2. A number of scenarios for the future of the WMGC have been developed for consultation. Whilst the Terms of Reference for the review make it clear that this work starts from the basis that the region needs a Growth Company, the scenarios work does not pre-suppose this; rather, it includes all possible options.
- 5.3. The Review therefore considered six scenarios across four headline options (dissolution, reduction, consolidation and growth) and the implications for WMGC's operating and governance models accordingly. Research into international good practice and international benchmarking were used to inform the assessment of each of the scenarios. Further details are available at Appendix 1.

Realising Global West Midlands

- 5.4. At its meeting on 20 December 2023, the Sponsors Group considered all the scenarios and agreed that "Scenario 5 – Consolidation" was its preferred option for consultation.
- 5.5. This Scenario is termed "consolidation" because it proposes to consolidate and streamline WMGC's funding at 2022/23 levels, but it is not about delivering more of the same – rather about realising the ambition for *Global West Midlands*. This builds upon the learning and progress made with the Business & Tourism Programme (BATP) and is a key pillar of the region's trailblazing devolution deal proposals regarding trade & investment.
- 5.6. This scenario assumes the continuation of current levels of funding, i.e. c.£12m p.a., made up of £4m of regional funding, c£2m commercial and sponsorship income and £6m from other sources. This is in line with the "in principle" decision of the EGB in May 2022, subject to the availability of funding.
- 5.7. This level of funding would enable a new programme of activity to be built from the ground up to take account of prevailing global economic headwinds and current local and regional assets, opportunities and delivery priorities.
- 5.8. As well as doubling down on pipeline conversion to fully maximise the economic legacy of the Games and the halo effect of the subsequent two years, this level of funding would allow WMGC to run a full programme of international promotion in key

markets identified in the International Strategy. This would also help to maximise the economic impact of other major sporting and cultural events that take place in the region.

- 5.9. It is estimated that this level of investment could yield 2,000 leads of which 138 will be converted to project wins, generating £277m in GVA over a two-year period, as well as delivering a pipeline of further investment and event leads to be realised in future. Further detailed work is being undertaken to confirm specific targets once priorities and the balance of activity have been agreed. These will also reflect the current economic context.

6. Outcomes from the consultation on future scenarios

a. Consultation Process

- 6.1. Consultation with politicians and senior LA officers from the seven Mets has been undertaken and also with the Mayor and the WMCA Executive. Met Chief Executives have also been kept informed of progress of the Review at their regular meetings by the Chief Executive of the City of Wolverhampton Council.
- 6.2. The WMGC Board has also been consulted at a special Board meeting on 17th January 2023 and the EGB considered the emerging findings of the Review when it met on 17th February 2023.
- 6.3. Engagement with universities as WMGC shareholders and other partners, including Business Representative Organisations is ongoing at the time of writing.
- 6.4. The following sections of the report set the key findings of the Review and feedback from the consultation process. Whilst it is possible to make a recommendation to the WMCA Board across many areas, some issues will require further time and consideration post-March to be resolved.

b. Scenario for the WMGC's Future Model

- 6.5. During the consultation meetings, details of each of the scenarios and the potential impacts have been outlined. The preferred scenario of the Sponsors Group and its specific component parts has also been highlighted.
- 6.6. The strong consensus has been that Scenario 5 should be adopted as the future model for the WMGC, i.e. consolidating the current funding envelope of £12m p.a. and re-focusing activity on current regional and local priorities and the economic context of the region.

c. Functions & Geography

i. Headline Functions

6.7. The Review has demonstrated a clear rationale and support for the WMGC continuing to be an **investment promotion and a destination management organisation**. Given the inter-related nature of these activities, and the fact that successes in one area often lead to benefits in another, this is felt to be the optimum approach to building and converting a pipeline of investments, conferences, events and visitors. This would mean WMGC continuing to undertake the core suite of functions as shown in the table below.

Function	Description
Business Attraction	Investment promotion and investment facilitation – building the region’s investment propositions, actively selling them in key markets, and managing the pipeline of enquiries to turn leads into landings.
Capital Attraction	Working with local authorities to help shape and take investable opportunities to the right markets at the right times , in order to secure significant capital investment in infrastructure and regenerate communities.
Visitor Attraction	Working with travel trade to create bookable products , developing and delivering domestic and international marketing campaigns to promote the region as a visitor destination, and route development .
MICE	Raising the profile of the region as a destination to host world-class sporting, cultural and business events, and bidding to win high-priority events . This relates in part to the ‘major events’ programme of the Economy, Trade and Tourism pillar of the Commonwealth Games Legacy Fund, building upon the Major Sporting Event Delivery Plan 2022 – 2027.

6.8. The Review has though highlighted that the relative size of the functions must reflect local and regional priorities (see paragraph 6.16 and 6.17 below), recognising that if some areas are upweighted then there will need to be trade-offs.

6.9. Beyond these functions, there is support for other key aspects of WMGC’s role to continue, specifically identifying opportunities to **establish partnerships of public, private and academic institutions to realise major, gearshift opportunities**; providing **research and insight**; and **marcomms** support.

6.10. The Review has also underlined the importance of the region strengthening its relationship with its strategic employers to support them to remain and grow within the West Midlands. Currently only a small number of our ‘top 500’ businesses have any engagement with the public sector. It is therefore proposed that **Strategic Relationship Management (SRM)** is taken on as an additional function by the WMGC to be delivered within a consolidated funding settlement, and by working closely with LAs, the WMCA, Government and other partners. The exact details of how SRM would work in practice needs to be determined, but agreement to the principle of establishing the programme is sought.

ii. **Functional Economic Geography**

- 6.11. WMGC currently operates across the three LEP geography, encompassing the Black Country, Greater Birmingham & Solihull and Coventry & Warwickshire. With the integration of LEPs into the WMCA from April 2023, this footprint needs to be revisited.
- 6.12. Whilst the logical next step from a statutory footing would be for WMGC to start to operate across the seven Met geography, this approach would ignore the inter-connected economies of neighbouring LAs with the wider conurbation, e.g. Coventry and Warwickshire's functional economic geography; City of Wolverhampton and South Staffordshire Borough Council, particularly around i54 and the non-constituent members from Worcestershire and Staffordshire and their links with the Mets.
- 6.13. Some of the implications of this issue are wider than those pertaining to WMGC's role and remit and will therefore need to be addressed outside of the Review. However, resolution on WMGC's geographical focus / working arrangements is needed going forward.
- 6.14. Discussions on specific elements of this, particularly the relationship between WMGC, Coventry City Council and Warwickshire County Council have started and a recommended way forward will be proposed as soon as possible. Other elements will require more detailed discussions which will take some time.

iii. Local and Regional Priorities

- 6.15. As part of its consultation with the WMCA and with the Local Authorities, WMGC has worked with its partners to identify regional and local priorities and determine how WMGC can support their delivery. These priorities have informed a set of projects and programmes for WMGC which will be its focus in 2023/24 and 2024/25 *if* Scenario 5 is agreed as the preferred model going forward and *if* sufficient additional funding is secured. These projects and programmes are set out in Appendix 3, and a brief summary is provided below of the latest position.
- 6.16. WMGC will **deliver for the region** by:
- Maximising the BATH pipelines by delivering **in-market and virtual events**, and **in-region familiarisation visits**
 - Facilitating investment in key **Plan for Growth clusters**, working with identified cluster leadership bodies
 - Expanding the **Global Growth Programme** (soft landing support for high growth, innovation-led SMEs) to Coventry and Wolverhampton
 - Leading the development of the West Midlands International Strategy, which will internationalise the **Plan for Growth** and form the basis of the **Global West Midlands campaign**, delivering international missions and a significant presence at events in priority markets
 - Managing **strategic relationships** with the region's top 500 strategic firms
 - Renewing our **investment and visitor narrative**, jointly creating a regional economic narrative with WMCA
- 6.17. WMGC will **deliver local priorities** by:

- Promoting **strategically significant sites** in collateral and by creating an online **Industrial and Office Sites Promotion Programme**
 - Enabling the identification and delivery of **innovation-led “gearshift” projects**, such as Our Future City Plan (Birmingham), Coventry’s vehicle electrification and smart mobility ambitions, the Health Innovation Campus in Arden Cross in Solihull and the Green Investment Corridor in Wolverhampton.
 - **Facilitating the regeneration of the built environment** – for example, by delivering the **Investor Showcase Programme** that will bring together developers and investors so that they can understand more about the opportunities that exist in local areas e.g. in Walsall, Dudley and Sandwell.
 - Enabling an increase in **hotel provision** across a number of the LAs, including Birmingham, City of Wolverhampton and Dudley.
 - Continuing the **Public Sector Relocations Programme**
 - Leveraging the region’s innovation strengths set out in a **cross-sector innovation narrative** and exploiting the FDI potential of **Innovation Accelerator** projects; and **using innovation as a driver of transformation** (e.g. the collaboration between Dudley MBC, Black Country Innovation Manufacturing Organisation, Warwick Manufacturing Group, University of Warwick and the Manufacturing Technology Centre which WMGC has helped to catalyse through its contacts with the academic and private sectors).
 - **Growing the visitor economy** by maximising the impact of renowned attractions such as the Merlin Group’s Legoland Discovery Centre, Cadbury World and The Herbert Art Gallery; exploiting the opportunities presented by new and under-utilised attractions such as the Sandwell Aquatics Centre and Walsall’s New Art Gallery; supporting boutique attractions including the Leather Museum, the Pen Museum, Red House Glass Cone and The Barber Institute; and growing demand for experiences including urban boating and kayaking, walking tours, cookery and home share opportunities on platforms including Airbnb.
- 6.18. Detailed work is now underway with LAs and the WMCA to agree the exact role of WMGC, critical success factors etc. for each of these priorities. This information will be used to develop the annual Business Plan for WMGC.
- 6.19. As set out in paragraph 6.8, local and regional priorities need to inform resource requirements of WMGC and therefore the balance of functions. It is clear from discussions with partners that WMGC’s activity in relation to capital attraction needs to be upweighted. It is therefore proposed to add a small number of people to this team. Efficiency savings (see below) and reductions across other areas of the business will enable this increase.

d. Outcomes and Impacts

i. Metrics

- 6.20. From its creation, the performance of WMGC has been evaluated on the basis of a relatively narrow range of high-level metrics such as the number of investment projects it has landed, the number of new jobs created and the GVA generated by these projects. Economic impact is measured in line with the Department for Business and Trade's own performance management framework.
- 6.21. Over the course of the WMGC Review, it has become clear that partners are seeking a new approach to measuring WMGC's performance – one that is more clearly linked to the delivery of local and regional priorities so that partners can clearly see what is being delivered in their area, takes into account both leading and lagging indicators, and demonstrates impact for local businesses and residents as well as regional strategic priorities. This approach will be agreed by the EGB, incorporating a greater degree of nuance regarding the extent of WMGC's involvement in project wins.
- 6.22. A service catalogue is being developed which will include all programmes and projects, describing the activity aligned with overall agreed business objectives and deliverables. This will give clarity to what is in, and out of scope but also support performance management against KPIs, and visibility of the activities required to meet targets.
- 6.23. Whilst there will be a strong focus against delivering local and regional priorities, it is not intended to create eight service level agreements. Instead, the proposal is to develop one against which performance can be measured by the WMCA and all the Mets. This will draw out local expectations by focusing on the specific inputs and outputs required to take them forward, but also enable cross boundary impacts to be measured in conjunction with other actors in the economic development ecosystem. This will likely require that priorities are grouped together to maximise the impact of a given set of outputs.
- 6.24. WMGC has begun to develop a new high-level framework of objectives and key results, which sets out both leading and lagging indicators, and how WMGC can add value to regional strategic priorities (such as green growth). The draft framework is available at Appendix 2.
- 6.25. WMGC is currently evolving this further to demonstrate how its functions will enable the delivery of local priorities, through which specific outputs, and how performance will be measured. This is also available at Appendix 2.
- 6.26. Further work is underway to develop the objectives in line with local and regional priorities; develop a programme that will deliver those priorities, with key activities captured as "outputs"; and to put specific, measurable leading and lagging indicators in place.

ii. Cross-boundary impacts

- 6.27. Not all parts of the regional economy have the material conditions to benefit from all of WMGC's work in the same way, at the same time; for example, not all Metropolitan authorities can secure significant FDI in the short-term. However, investment facilitated by WMGC can create supply chain and employment opportunities across the region, if firms and people are given the right support at the right time. Similarly, some LAs are better positioned than others to attract major transformational capital, conferences and events, and tourists.
- 6.28. While WMGC may not be able to directly deliver these benefits, it is clear that a more collaborate approach can ensure that investment in one part of the region can have spillover benefits in others; but realising those benefits will require concerted collaboration across the region and real clarity on the roles and responsibilities of respective partners.

e. Funding

i. Commonwealth Games Legacy Enhancement Fund Proposal

- 6.29. The Commonwealth Games Legacy Enhancement Fund (CWGLEF) presents the most tangible opportunity for increasing the WMGC's budget over the next two years and thereby fully exploiting the pipeline built up by B ATP and the halo effect of the Games.
- 6.30. A programme of investment and tourism activity has been developed based on delivering against local and regional priorities (see Appendix 3). The resources required to deliver against those priorities have been identified and used to inform the optimum budget envelope required for the next two years. WMGC has forecast that it would need an overall budget of £10.5m in 2023/24 and £12.0m in 2024/25 to deliver these priorities in full.
- 6.31. The level of the 2023/24 budget envelope reflects the fact that the main focus of the business for next year will be on landing the significant pipeline that has been built up through B ATP so lead generation and international sales missions will not be required at the same level. In 2024/25 pipeline development work will be increased to generate leads for the future and therefore additional costs will be required. It is also expected given approval timelines, some of the programme will begin in earnest in Q2, which has impacted on spend profiles.
- 6.32. WMGC's CWGLEF proposal is covered in detail on another item on this agenda and will be considered by the Board at that point. The table below sets out the detail of the funding request in headline terms. These figures are correct at the time of writing but are subject to change depending on ongoing discussions on the CWGLEF. Given the pressures on the Economy, Trade and Tourism Pillar of the CWGLEF, the funding request is slightly lower than that required to meet the budget requirements set out in para 6.30 above. If this level of funding is secured, WMGC will work with partners to reduce levels of proposed activity to meet the available budget envelope.
- 6.33. In addition to the request for CWGLEF for WMGC activity, it is also proposed that a further £700k is allocated to strengthen LA capacity to support delivery of *Global West*

Midlands ambitions e.g. in relation to inward investment. If agreed, the seven Met authorities would each receive £100k to support their work in this area.

- 6.34. WMGC has also worked with partners to develop a further CWGLEF proposal for a £6m Major Events Fund. This Fund would be utilised to support the landing of major sporting, business and cultural events in the region. Investment and tourism programmes would be developed against these events to maximise their economic impact. If this Fund is agreed, WMGC would provide the secretariat, with decisions being made by a regional board against a prioritisation framework agreed by the WMCA and LAs. More detail on the proposed Major Events Fund is available on the next item on the WMCA Board agenda.

	23/24 £'000	24/25 £'000	Total for 2 years £'000
WMCA Core budget	700	700	1,400
UKSPF	1,600	1,600	3,200
Legacy	1,700	1,700	3,400
Total regional funding approved through the SAF process <i>(only funding for 23/24 has been formally approved to date, although provision has been made from each funding strand for two years)</i>	4,000	4,000	8,000
Commercial and other funding	1,900	1,900	3,800
Total WMGC budget without any additional CWGLEF	5,900	5,900	11,800
Additional ask through CWGLEF	4,250	5,750	10,000
Total budget if additional CWGLEF funding is secured	10,150	11,650	21,800
Total CWGLEF ask including amount already approved	5,950	7,450	13,400

- 6.35. It should also be noted that negotiations with the Department of Business & Trade (DBT) as part of the Trailblazer Devolution Deal process have now concluded. The proposed Deal text sets out a number of ways that the relationship between WMGC and DBT can be strengthened and deepened, building on the successful implementation of the B ATP. These actions relate to both the trade and investment agendas. Whilst the proposed text includes a reference to DBT supporting WMGC to develop a business case for future funding, there is no commitment to additional resource for the *Global West Midlands* programme, hence the need for support from the CWGLEF.

ii. **Efficiencies**

- 6.36. WMGC has undertaken a series of internal reviews which has enabled the development of a WMGC Efficiencies Plan. This document contains a high-level summary and breakdown of the seven key areas: Purchase & procurement, Internal Assurance, Stakeholder Engagement, Administration & Business Support, Data Management & Process (incl. Data Stewards), Reporting Type & Cycle, Systems and KPIs, and Synergies (process handoffs) internal & external, alongside their suggested improvements (see Appendix 4 for more details).
- 6.37. These efficiencies aim to result in an overall 10% - 15% reduction in the regional workforce/ 3rd party costs over the course of the year on the *core* activities.
- 6.38. It is important to note that WMGC work is ongoing and the WMGC Efficiencies Plan will be continuously reviewed and revised. Other areas will be identified through collaboration with WMCA and the LAs and will follow the same review process to improve processes and ways of working that will increase benefit and value for money.

iii. Sustainable Long-Term Funding

- 6.39. If additional Legacy Funding is secured then this will provide WMGC with a two-year settlement. This would enable WMGC to deliver against local and regional priorities in the medium term but it would not put WMGC on a sustainable financial footing which was one of the key elements of the Review's Terms of Reference.
- 6.40. Securing long-term funding is likely to require utilisation of fiscal tools currently available to the region (e.g. Business rates pool, Enterprise Zone receipts etc) and/or others granted through the Trailblazer Devolution Deal process, both of which will require significant work to develop proposals and to consult on them. It is therefore proposed that this issue is addressed in 2023/24 as part of a Phase 3 of the Review.

f. Governance

- 6.41. WMGC Ltd is a Company Limited by Guarantee which is wholly owned by the WMCA and the seven Mets. It therefore benefits from the "Teckal exemption" which allows its local authorities to commission services from it directly without going to market. It has its own Board which is Chaired by the private sector and comprises of business, LAs, the WMCA and universities; but public sector company members retain overall control through the company's annual general meeting. The WMGC Board reports into the EGB. The Portfolio Lead for Economy and the Chair of the EGB sits on the WMGC Board. The WMGC Chair also sits on the EGB to help ensure alignment of agendas.
- 6.42. The Review has found that the current governance model should be retained. There are clear benefits to it – WMGC is an independent body with its own Board; it adheres to strong and effective governance and financial structures but has a level of agility which means it can respond to market requirements. The Board's membership enables WMGC to benefit from the expertise of the public, private and academic sectors which enables it to deliver optimum outputs. As a Teckal company, it can be procured directly by its shareholders without a commissioning process, thereby saving the WMCA and LAs funding and time.

6.43. A number of changes have though been identified to improve effectiveness, and to increase transparency and accountability and these are recommended for approval:

- Membership of the WMGC Board:
 - Each of the seven Met LAs should be represented on the Board. This would mean that Sandwell and Walsall MBCs would be invited to take a seat on the Board.

This change would create an enlarged Board. To ensure this does not impact on the Board's effectiveness, work will be undertaken with all Board Members to consider roles and responsibilities etc.

- Private sector membership should be reviewed when terms of office come to an end to ensure Directors have the right suite of skills and experiences aligned to WMGC's future focus; and that the Board is inclusive and diverse.
- The relationship with the EGB should be strengthened i.e. EGB should agree WMGC's annual business plan including its objectives and key results. The WMGC Board would be responsible for overseeing the delivery of the plan but performance against would also be reported on a quarterly basis to the EGB, via the Directors of Economic Development.

g. Ways of working

6.44. The review process has demonstrated the need to build on the current quarterly engagement with WMCA and each of the Metropolitan authorities. The following is proposed:

- Quarterly engagement with a named senior officer at WMCA and each Local Authority. These meetings will be led by WMGC's Director of Policy & Partnerships, with workstream leads in attendance according to agreed priorities.
- Quarterly engagement with the Mayor / Leader / Cabinet member at WMCA and each LA as appropriate. These meetings will be led by WMGC's Chief Executive.

6.45. It is envisaged that these quarterly meetings will be to report performance against agreed priorities and to look ahead to forthcoming deliverables across all workstreams. As part of this change, WMGC recognises that some LAs may also want to streamline engagement with the WMCA and WMGC into one meeting and will endeavour to facilitate this.

6.46. In addition, WMGC will offer bi-annual strategy and planning sessions and a year-end review with WMCA and each LA to review performance, ensure delivery plans are aligned, and explore opportunities for efficiencies, synergies and added value. This will be increasingly important post-LEP Integration as new ways of working are established across the region.

6.47. Closer and more structured working with the WMCA will also be achieved through regular attendance and reporting at Strategic Leadership Team meetings and workshops on key issues where greater collaboration and sharing of knowledge and networks can achieve improved results.

- 6.48. WMGC will also endeavour to ensure that workstream leads spend more of their time based at WMCA and LA offices and extend the invitation for colleagues across the region to hot desk at WMGC's offices in Birmingham.
- 6.49. As part of the Review, WMGC is clarifying roles and responsibilities for each function with WMCA and LAs. This includes functional areas such as capital attraction and research & insight; and the potential for "handovers" e.g. at parts of the inward investment lifecycle. This will help to ensure there is no duplication and improve efficiency and effectiveness. This work is ongoing, but the intention is to conclude it swiftly so there is greater clarity on roles and responsibilities from the start of the next financial year.

7. Next Steps

- 7.1 Whilst there has been a lot of work to get the Review to this current point, there is much more to do beyond the WMCA Board meeting to ensure the region is set up for success in terms of investment and tourism activity. This report sets out the areas of work which are ongoing and those which will be addressed in the next financial year. Given the complexity of the organisations involved and of the regional architecture, a number of issues will take some time to fully resolve.

Appendix 1: WMGC Review scenarios

Six scenarios are being consulted upon as follows:

Dissolution	
Scenario 1	Dissolve WMGC with functions left to national Government and the market
Scenario 2	Dissolve WMGC with functions delivered through WMCA and local authorities
Reduction	
Scenario 3	WMGC reduces the number of functions that it delivers and has a smaller budget.
Scenario 4	WMGC continues to deliver existing functions but has a smaller funding budget (two options are provided here – of £5.9m (the total budget available from a £4m regional contribution) and £9m. Further options can be developed to illustrate the impact of other funding envelopes.
Consolidation	
Scenario 5	The current WMGC funding envelope (£12m) is consolidated with activity re-focused on meeting local and regional priorities and responding to the current economic context.
Growth	
Scenario 6	WMGC delivers additional functions for the region.

Options in relation to the operating model and governance are also being considered:

Operating Model
All activity delivered through WMGC Ltd
Back office delivered by the WMCA or a local authority
Governance Model
Status quo with increased transparency and accountability
Changes to the company member model e.g. to Board representation
Changes to the company structure e.g. remove Teckal status; become an informal partnership

The pros/cons; financial implications; risks and timelines for implementation for each of the scenarios and options were identified and informed by international best practice, feedback from Functions Workshops undertaken with LAs, work to inform a business case for £4m of regional funding and initial analysis of areas for financial efficiencies. These were set out in a full report which considered all the scenarios in detail. This was shared with the Sponsors Group and each of the LAs. It is available on request.

The development of the above scenarios was undertaken having considered international good practice and the work commissioned by WMGC from OCO Global, which sought to benchmark WMGC for both investment and tourism funding, strategy and performance against a suite of global city regions around the world.

International good practice

According to the OECD, there are seven key attributes of a successful economic development system:

1. A clear understanding of local development requirements
2. Having relevant bodies to meet identified needs
3. Striking a balance between the phasing out of existing and the creation of new organisations in order to leverage existing strengths
4. Good channels of communication between key bodies are essential to prevent organisational jealousies, mission creep and overlaps as well as gaps appearing, while helping to foster a culture of collaboration between partners
5. Though some blurring between policy and delivery is healthy and natural as it ensures that policy and delivery are continually reviewed and improved, a degree of separation is recommended
6. To function as effectively as possible, local development systems should be reviewed and recalibrated relatively often. Many systems build in a scenario-planning element which foresees and predicts potential change to make the process of readjustment less of a disruption
7. A common denominator across all successful local development systems is that it has an obvious leader or leadership body

The following functions are identified and, in many cases, there is a high degree of overlap – with leading global agencies delivering two or more of these functions for their areas:

- Branding and international promotion
- Investment attraction and retention
- Business start-ups and growth
- Human capital development
- Real estate, urban realm and infrastructure development
- Social or green development initiatives
- Partnership facilitation, planning and visioning
- Urban service provision or management

Further, the OECD notes that the principal roles of local government can be said to be “citizen facing;” economic development, meanwhile, is primarily “market facing” in order to achieve its outcomes, recognising that many of the actors involved in economic development activities – primarily businesses and corporate bodies – do not participate in the local democratic process. International good practice consistently demonstrates that the most effective organisations deliver economic development services for local governments through corporate, rather than municipal structures – hence the establishment of publicly owned, arms’ length, private sector-led development agencies.

Benchmarking

The key conclusions WMGC drew from OCO Global’s report were as follows:

- Pre-BATP, WMGC received £3.4m of funding for both investment and tourism vs. Greater Manchester's £7m. This was made up of regional contributions, private sector income and project income, such as from ERDF.
- With BATP, WMGC's funding envelope was comparable with North Rhine-Westphalia in the top tier of IPAs (but significantly behind Catalonia and Victoria)
- In essence, both the BATP funding and partnership with Government enabled the region to operate in the top tier of both investment and tourism agencies
- Operating in this tier will be increasingly critical as the global market for investment and visitors heats up, while WMGC will need to be innovative and adaptive as the pace of change in the real economy increases
- In addition, investors favour regional propositions – the “UK First” model promoted by DIT in particular is increasingly out of sync with trends amongst multi-national enterprises

Investment

The report from OCO Global set out three tiers of investment promotion agencies (IPAs):

1. **Global, government-led.** These are large, government-backed agencies that attract high volumes of investment
2. **High investment but facing challenges.** Agencies with some private funding, often successful at attracting higher levels of investment, but perhaps has meant less urgency for innovation. WMGC was identified as being in this category, along with MIDAS in Greater Manchester
3. **Small & innovative.** Smaller locations or agencies, often with some private funding, but are more agile in attracting investment given less focus on overall volumes

The benchmarking report drew the following conclusions, inter alia:

- Pre-BATP, public funding for investment promotion at WMGC was about on a par with other UK and some international regions in the second tier of IPAs
- Within this budget, WMGC was highly competitive across a range of metrics including project wins, job creation and projects relative to GDP per capita
- However, the report also concluded that WMGC ought to consider the following:
 - A focus on investment value rather than number of project wins
 - Its approach to ESG
 - Its digital strategy, including the use of other platforms beyond LinkedIn

Tourism

Tourism paints a similar but slightly more nuanced story. Again, OCO Global found three tiers of tourism agencies:

1. **Large & Global.** Major tourism locations that have the tourism agency infrastructure to match.
2. **Regional leaders.** Key destination within their continent, but not normally a global draw. Natural city break and business destinations that are supported by significant tourism agency resource. Greater Manchester is identified in this category.

3. **Targeted tourism.** Non-traditional tourist destinations, here the focus in on targeted business and event tourism, with more modest agency resource. WMGC is categorised here.

The benchmarking report also drew the following conclusions:

- Pre-BATP, public funding for tourism was significantly behind other comparator regions, including Greater Manchester
- This highly constrained budget envelope meant that the region struggled to meaningfully compete for visitors

Appendix 2 – Emerging Framework for Objectives & Key Results

	Inward investment	Capital investment	Trade	MICE and sporting events	Leisure tourism	Scope for within-region analysis?	Scope for analysis by sector and market?	Source data/intel
Leading indicators	Market signals - website and social media traffic, leads generated from events and sales missions						✓	Google analytics, media tools, WMGC CRM
	Perceptions shift - awareness, +ve/-ve sentiment and active consideration of the region's value proposition (i.e. as a place to invest in, organise a conference or event in or to visit)					✓	✓	Perceptions research with key audiences in our target markets
	Pipeline - leads converted to active opportunities, opportunities won/landed (i.e. inward investment projects, capital investment projects, MICE/sporting events attracted, business recruited to the Partners West Midlands programme, travel trade ready/bookable tourism products created, key strategic firms recruited to our account management programme)					✓	✓	WMGC CRM
Lagging indicators	Jobs created by opportunities won/landed					✓	✓	WMGC analysis Visitor surveys and STEAM model
	GVA/economic impact generated by opportunities won/landed							
	Visitors attracted by tourism activity							
	Economic impact of visitors attracted							
	Jobs created by visitors attracted							
Strategic added value - cross-cutting themes/shared objectives	Clean/green growth	Capital Investment in low carbon real estate/infrastructure				✓	✓	WMGC CRM
	Boosting productivity	Attraction of key low carbon inward investment projects						Case study development
		Attraction of investment projects in high productivity sectors						WMGC CRM
	Creating high quality jobs	Closing the productivity gap in different areas of the region						Case study development
		Volume - jobs created per investment project attracted						WMGC CRM
	Enhancing the region's value proposition	Value - attraction of key investment projects creating highly skilled/well paid jobs						Case study development
	Supporting the growth of the region's business base	investors, globally important conferences and events, development of new infrastructure, real estate, cultural assets etc, helping to achieve perceptions shift and shift awareness, sentiment and consideration metrics						Case study development
	Increasing confidence and positive sentiment among the region's top 500 businesses				Chamber, CBI, IoD, PMI surveys			

Tier 1 objective	Tier 2 objectives	Leading indicators	Lagging indicators
Enhance the profile and reputation of the region	Marcomms campaigns Promote strategically significant sites Develop and promote investable propositions Bid for and support the delivery of High Profile International Sporting Events Establish new venues for major sporting events Promote new destinations for business events Re-establish [authority] as a business event destination Generate bidding opportunities for business events Identify academic leaders as conference ambassadors Attract priority conferences and events Promote the region's quality of life – live, learn, earn	Unique visitors to and enquiries from relevant pages on Visitbirmingham.com and Meetbirmingham.com Social media - impressions generated by and CTR from relevant posts Shifts in awareness, sentiment and consideration of the region's offer Pipeline metrics – leads generated, leads converted into bids	Major sporting events landed Major business events landed Hotel occupancy at times when events take place Visitor footfall at times when events take place Visitor numbers Economic impact Jobs supported

Tier 1 objective	Tier 2 objectives	Leading indicators	Lagging indicators
Create good jobs for local people	Identify and deliver “gearshift” projects Attract high growth firms Attract public sector bodies/NDPBs Development of P4G clusters Leverage our innovation strengths	Unique visitors to and enquiries from relevant pages on InvestWM Social media - impressions generated by and CTR from relevant posts Shifts in awareness, sentiment and consideration of the region's offer Pipeline metrics - qualified leads, and leads converted into opportunities	Inward investment projects landed New jobs created by inward investment projects GVA generated by inward investment projects
Facilitate the regeneration of the built environment	Housing Low carbon retrofit Town centre regeneration Deliver the regeneration pipeline	Unique visitors to and enquiries from relevant pages on InvestWM Social media - impressions generated by and CTR from relevant posts Shifts in awareness, sentiment and consideration of the region's offer Pipeline metrics - qualified leads, and leads converted into opportunities	Capital investment projects landed New jobs created by capital investment projects GVA generated by capital investment projects
Create and sustain vibrant places	Increase hotel development Maximise the impact of attractions Support new/under-utilised attractions Support boutique attractions Visitor economy research and insights Visitor economy structure and function Collaborative and sustainable tourism	Unique visitors to and enquiries from relevant pages on Visitbirmingham.com Social media - impressions generated by and CTR from relevant posts Shifts in awareness, sentiment and consideration of the region's offer Travel trade-ready 'bookable products' launched Forward bookings	Hotel occupancy Visitor footfall Visitor numbers Economic impact Jobs supported

Appendix 3

WMGC's proposed focus for 2023/24 and 2024/25 based on regional and local priorities

NB – the focus will be refined as priorities are further developed and roles & responsibilities with partners are clarified. Sufficient funding also needs to be secured to enable the full delivery of the programme.

1. Delivering for the region

A strong focus for 2023/24 is about ensuring that there are sufficient resources in the region to **fully exploit the pipeline of leads** from the Business and Tourism Programme (currently nearly 2,300), thereby bringing significantly more investment, events and jobs into the region and maximising the economic legacy of the Games.

Activity will include **in-market and virtual events; targeted investor, event buyer, tour operator and sporting federation meetings; and in-region hosting and familiarisation visits** to key pan-regional sites, venues and facilities with the aim of meaningfully engaging with potential investors/developers/buyers/trade bodies and converting leads into landings.

Cross-region collaboration will be key to identifying premises to house new investors and to ensure that they have a soft landing. Our proposal will facilitate new business investment to develop **Plan for Growth clusters** (working with identified cluster leadership groups), and includes a plan to expand the **Global Growth Programme** into Coventry and Wolverhampton in order to attract high growth, innovation-led small enterprises in key sectors and to provide wrap-around support.

Our Industrial and Office Sites Mapping and Promotion Programme will identify current, short-medium term office and industrial sites and strategic employment sites available to potential investors. This online tool will provide an easy-to-access 'shop window' showing available sites and locations and their proximity to cluster/innovation assets.

Hosting the Commonwealth Games has put Birmingham and the region firmly on the map for hosting high-profile sporting events. A **strong pipeline of possible future sporting events** has been developed. Hosting these international federations and rights holders so that they can experience our cultural and tourism offer and visit venues with the capability of hosting their sporting will form a key part of our strategy to convert these opportunities.

Our **Conference Ambassador Network** will be key to landing events on our pipeline. We will seek to grow this network by recruiting more academics and business leaders from our key target sectors and from across the geography to help us promote our bids. Our **Convention Bureau** will continue to support this activity, ensuring that organisers and delegates receive the best possible experience, and that venues and partners can increase commercial revenue opportunities.

Through this proposal we will strengthen our dedicated and continuous **communications and promotion service** surrounding each LA area, which will aim to continue to positively shift perceptions of each area, positioning LAs as the rightful beneficiaries of new investment, major events, talent, amenities and visitors.

Whilst a key focus of our activity, especially in 2023/24, will be converting current leads into landings, it is also important that we continue to **increase visibility of the West Midlands internationally**, curating a positive image of the region and its many assets and

opportunities. Strong relationships with investment intermediaries and tour operators in target overseas markets allows direct reach to potential investors and visitors, visitors which contributes to addressing outdated external perceptions and to **build our pipeline**.

In order to internationalise the Plan for Growth, we will undertake a **Global West Midlands Campaign** which will focus on a small number of high-priority markets identified through the West Midlands International Strategy. We will work with partners to deliver **international missions with a significant presence at both overseas and domestic events** to promote investment opportunities and the potential to host business conferences and events. These missions and event attendance will be backed by refreshed investment narratives that **showcase local and regional priorities** and, with WMCA, will form a joint narrative for the economic growth ambitions of the region.

This activity will support the establishment of new relationships with investors, developers, event buyers, travel trade and sporting federations.

Through this pipeline development, we will work with LAs and our partners to maximise the potential of **well-established conference venues** such as the ICC and NEC. We will also seek to **build the offer** in other areas, for example by establishing Wolverhampton and Coventry as regional locations for business events.

Our proposal sees WMGC continuing to work with partners to create and promote a **compelling visitor proposition**. We will continue to engage with the travel trade through sales missions, delegate hosting and product development. A key element of this will be developing more **bookable products** that enable the West Midlands' leisure offer to be sold by tour operators to the benefit of local businesses, for example with the Black Country Living Museum, St Mary's Guildhall, The Halls and The Roundhouse.

Visit Britain (VB) has endorsed our proposal to become an accredited **Destination Development Partnership (DDP)** for the region. This would enable us to continue to work with VB and their international teams to the benefit of the regional visitor economy, connecting local authority and DMO partners with robust research, data, insight and capacity building, to help develop local destination plans for Wolverhampton and elsewhere.

We will also work with stakeholders to open up more **direct flights** to and from Birmingham Airport, for example in Indian and North American markets.

WMGC will work with LAs to establish a **Strategic Relationship Management** programme to engage with the 'top 500' employers in the region.

We also intend to grow our commercial partner network, **Partners West Midlands**, so that it better reflects our key sectors and has a fuller geographical coverage. Combined with our relationships with strategic employers and universities, it will enable WMGC to provide the region with current insight on the opportunities and challenges they face.

2. Delivering Local Priorities

LAs have identified a number of **"gearshift" interventions** which will have a major impact on the local area and the wider region. WMGC will help to support the delivery of these in a number of ways, for example by bringing together partners from across the private, public and academic sectors to drive them forward. Examples of these projects include Our Future

City Plan (Birmingham), Coventry's vehicle electrification and smart mobility ambitions, the Black Country Innovation Manufacturing Organisation, the Health Innovation Campus in Arden Cross in Solihull and the Green Investment Corridor in Wolverhampton. Further discussions will be had with LAs to identify other significant opportunities.

Discussions with LAs on their priorities has highlighted the importance of capital attraction. We are therefore proposing to upweight resource in this area so that we have **more capacity to increase the flow of capital** into the West Midlands in order to meet the growing demand for more homes, transport infrastructure and new employment space for people and businesses across the region; working closely with the WMCA to achieve this aim.

LAs have highlighted their priorities in this space in relation to **broad sites / areas** (such as West Bromwich Town Centre, Sandwell residential sites, Birmingham private sector rented (PRS) sites and Wolverhampton Commercial Zone) and also **sectors**, for example town centre residential, affordable housing, commercial retrofit and low carbon. Our proposal is to grow our **Investor Showcase Programme** to identify and broker relationships with the right investment and development parties in order to bring forward new housing, commercial and employment products that meet the specific needs of each LA. This may be undertaken through **bi-lateral discussions** with investors and developers or through **workshops** where we would bring together interested parties so that they can understand more about the opportunities that exist, e.g. around Walsall, Dudley and Sandwell.

The need to increase **hotel provision** has been identified as a priority for a number of the LAs, including Birmingham, City of Wolverhampton and Dudley. We will work with LAs to undertake research to assess demand and viability and plan a targeted programme to attract new and additional operators to the region.

Our proposal will support the continuation of our **Public Sector Relocations Programme** which aims to strategically and proactively engage with Government departments, agencies and decision-makers to ensure that the region is fully considered for upcoming opportunities. We will work with LAs to develop a pipeline of regional opportunities we can seek to deliver.

Exploiting our regional innovation strengths has come through as a theme for partners. We will create a **cross-sector innovation narrative** for the region that highlights the breadth of our world-class innovation assets to enable us to better leverage the significant scale of the offer and therefore support the acquisition of more high value investment. We will also seek to leverage the FDI potential of the **Innovation Accelerator** projects.

There are also significant opportunities in LA areas to use **innovation as a driver for transformation**. For example, the collaboration between the Dudley MBC, Black Country Innovation Manufacturing Organisation, WMG, University of Warwick and the MTC which WMGC has helped to catalyse through its contacts with the academic and private sectors. We would seek to foster more of these collaborations to drive growth in local economies.

LAs have identified growing the visitor economy as a key priority. Support that the WMGC will provide includes **maximising the impact of renowned attractions** such as the Merlin Group's Legoland Discovery Centre, Cadbury World and The Herbert Art Gallery; **exploiting the opportunities presented by new and under-utilised attractions** such as the Sandwell Aquatics Centre and Walsall's New Art Gallery; **supporting boutique attractions** including the Leather Museum, the Pen Museum, Red House Glass Cone and The Barber Institute;

and **growing demand for experiences** including urban boating and kayaking, walking tours, cookery and home share opportunities on platforms including Airbnb.

We will also work with LAs and partners to increase the number of **overnight stays** amongst those who attend the NEC consumer and trade shows, the **strong stadium offers** of CBS and Utilita, **sporting events** at our football clubs and Edgbaston, and **experiences** such as Peaky Blinders nights at the Black Country Living Museum.

Appendix 4

Efficiency Reviews

Area	Activity to be undertaken
1. Purchase / Procurement	Streamline processes to reduce handoffs and process approval time, reducing resource time
2. Internal assurance	Creation of a simplified assurance process for auditing and review to reduce resource and cost
3. How we engage stakeholders	Review current working practices to create more streamlined and efficient engagement
4. Reporting type and cycle, systems and KPIs	Agree consistent dashboards and reporting packs in a structured reporting cycle – reducing time and resource. Automation and reduction in 3 rd party costs
5. Admin/Business support and role (including meet and greet, meetings, travel, templates etc)	Reduction of admin burden on delivery staff, freeing up resource time
6. Data Management and process (including data stewards)	Create a data strategy and plan to manage data – including cross shareholder data sharing agreements to reduce time and duplication. Automate where possible.
7. Synergies (process handoffs – detailed processes) internal and external	Map regional processes, lifecycle management and handoffs to avoid duplication and resource burden. Automation where possible.

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WMCA Board

Date	17 March 2023
Report title	Commonwealth Games Legacy Enhancement Fund
Portfolio Lead	Finance - Councillor Bob Sleigh
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Ed Cox, Executive Director for Strategy, Integration & Net Zero email: ed.cox@wmca.org.uk
Report has been considered by	Mayor & Portfolio Leads Liaison

Recommendation(s) for action or decision

The WMCA Board is recommended to:

- (1) **Approve** the proposed programmes and funding allocations *within* the four pillars of the Commonwealth Games Legacy Enhancement Fund (CWGLEF) (see Table 1 below), in order to enable officers to develop the business cases during the pre-election period, ahead of delivery starting from April.
- (2) **Approve** the proposed approach to the management of underspends across the CWGLEF (see paragraph 13).
- (3) **Approve** the proposed approach to the inclusion of non-constituent authorities within the scope of CWGLEF programmes as direct funding recipients of two specific delivery programmes (see paragraphs 14 - 15).
- (4) **Delegate authority** to the WMCA Executive Director of Finance and Business Hub (S151 Officer) in consultation with the Monitoring Officer to accept CWGLEF funds awarded during the pre-election period commencing 24 March 2023 and up to the June Investment Board meeting, subject to satisfactory terms and conditions and all funds going through the Single Assurance Framework.

- (5) **Provide** approval for WMCA to enter into all necessary legal agreements in respect of the funding.
- (6) **Note** the update on the status of final government sign-off of the CWGLEF.
- (7) **Note** the next steps that delivery bodies will progress during the pre- and post-election periods, including the intention to take some Q1 decisions at risk in order to avoid delivery delays to programmes.

Purpose

- 1. To update the WMCA Board on the £70m Commonwealth Games Legacy Enhancement Fund (CWGLEF) grant funding to be provided by the Department for Culture, Media and Sport (DCMS) to the West Midlands Combined Authority (WMCA).
- 2. To seek formal decisions from the WMCA Board on key choices about the approach to the CWGLEF, including programmes and programme funding allocations. It is critical that we receive a formal decision from the WMCA Board on this to enable officers to work up business cases for the programmes during the pre-election period, ahead of seeking sign-off for these business cases at the WMCA’s June Investment Board.
- 3. Seeking Board sign-off of programmes and funding allocations constitutes Stage 2 of the Single Assurance Framework (SAF) process; sign-off of the pillar allocations in December was Stage 1. The third and final stage will be focused on the businesses cases for each programme which will be signed off at WMCA’s June Investment Board.

Background

- 4. The Commonwealth Games Legacy Enhancement Fund (CWGLEF) is a £70m fund to be provided by DCMS to the West Midlands Combined Authority (WMCA) to ensure the region builds on the existing success of the Commonwealth Games legacy.
- 5. Since the funding was announced in October 2022, WMCA officers have been working closely with Games Partners, local authorities (LAs) and other stakeholder groups to shape the programmes that will be delivered in each pillar.
- 6. We have also worked with DCMS on the terms of a formal agreement on the funding conditions for the £70m, which must be spent across financial years 2023/24 and 2024/25. Final government sign-off of the funding is now expected to follow the WMCA Board’s sign-off of the CWGLEF at this meeting.
- 7. In December, the WMCA Board agreed to allocate the CWGLEF across four pillars, building on the Birmingham 2022 Legacy themes as shown in the diagram below:



8. Throughout January and February, WMCA officer leads for each pillar engaged with LAs, sub-groups of the WMCA Board and other relevant stakeholders to develop the programmes that will sit within each pillar.
9. WMCA also received several unsolicited proposals from constituent and non-constituent authorities for how the funding could be spent. We have sought to respond to the spirit of these where we can, ie. where they align with our thematic pillars. Although it has not been possible to simply adopt the proposals there remains scope for some of them to benefit from funding particularly where there will be competitive grant funds into which organisations will be able to bid.
10. In March, the proposed approach to programmes and programme funding allocations was discussed at two separate Mayor and Portfolio Leads meetings, with steers coming out of that which have helped to finalise the proposed approach being put to the WMCA Board now for agreement.
11. See Table 1 below for the **proposal for the programme allocations** across all four pillars. This proposal retains the amounts the pillar allocations agreed by the WMCA Board in December.

Table 1: Revised proposal for all CWGLEF programme allocations

Pillar	Programme	Proposed programme allocation (£m)	Notes
Economy, Trade and Tourism	Trade, inward investment and strategic tourism	14.1	This includes: <ul style="list-style-type: none"> - £13.4m for WMGC Global WM Programme - £100k per LA for local capacity to support the Global West Midlands programme
	Major Events in the West Midlands	6	This is exclusively for events with regional economic impact. Support for local events will be accommodated within the Community Grants Programme under the Inclusive Communities pillar.
	Supporting Birmingham to deliver the European Athletics Championship (EAC) 2026	10.7	The total allocation for EAC is £13.7m. The remaining £3m sits in the Inclusive Communities pillar.
	West Midlands Plan for Growth and supporting high-growth regional businesses	3.25	This includes additional capacity and new provision to support high-growth and resilience in supply chains.

	Jobs & Skills	4.85	This will be aligned with the £0.9m for the Mental Health programme.
	Pillar total	38.9	
Inclusive Communities	Birmingham 2022 Legacy Programme 'Trailblazer' projects	5	This will support the continued delivery of existing successful Trailblazer projects.
	An Inclusive Communities Grants Programme	10.5	This includes: <ul style="list-style-type: none"> - £3m for sports and physical activity, to be overseen by Wellbeing Board - Up to £2m for local arts, sport, cultural events
	EAC Grassroots Sport Fund	3	This will complement physical activity strand of Community Grants Programme.
	A Social Economy Growth Programme	2	This will support an Accelerator Programme for social enterprises and the creation of 7 clusters for social economy organisations (1 in each constituent authority).
	An Inclusive Communities Strategy	0.3	A supporting strategic framework to support our most diverse and disadvantaged communities to flourish and build social capital in the region.
	Pillar total	20.8	
Culture and Heritage	Cultural Investment Programme	4.1	A programme of revenue-based investment in culture, supported by the development of a Culture and Heritage Strategic Framework.
	Pillar total	4.1	
Wellbeing and Sustainability	Sandwell Aquatics Centre	2.0	To address the funding pressures and help keep the centre open.
	Mental Health Commission	0.9	This will support the response to the Commission's recommendations and will align with the Jobs and Skills Programme.

	Community Green Grants Programme extension	1.2	This extends the existing programme to boost environmental sustainability across the West Midlands.
	Pillar total	4.1	
DCMS 1% admin topslice	1% for DCMS admin costs	0.7	Administrative fee taken by DCMS to support its oversight of the Legacy Fund.
WMCA 2% admin topslice	2% for WMCA admin costs	1.4	Administrative fee taken by WMCA to support the management, delivery and monitoring of the Legacy Fund.
	CWGLEF total	70	

12. Across the proposed approach to CWGLEF there are several programmes where significant amounts of funding will be **double-devolved, allocations set for local authorities or funding set aside for local capacity building**. These are:
- Local capacity-building element of Trade, Tourism and Investment programme (£700k)
 - The European Athletics Championships (up to £13.7m)
 - The Jobs & Skills programme (£4.85m)
 - The Community Grants Programme will have an element of local allocation (£10.5m) including Local Events (up to £2m)
 - Elements of the Culture & Heritage Programme (at least £1.3m)
13. It is proposed that, where any **underspends** emerge across the CWGLEF, these are directed first towards either the Plan for Growth or Community Grants Programme.
14. There is a decision needed on **whether non-constituent authorities** of the WMCA should be eligible to benefit from the funding as direct recipients. While we propose that non-constituent authorities be included in region-wide initiatives where this may reflect realities on the ground, there is a separate decision needed on whether non-constituent authorities should be eligible to receive funding from the CWGLEF directly, i.e. by being permitted to bid into competitive grant pots.
15. We propose that non-constituent authorities should be eligible to bid into the CWGLEF in relation to (i) the regional Major Events Programme, and (ii) the Community Grants Programme, recognising that each may be subject to the determination of more detailed criteria and design for those programmes.
16. Extensive details of the delivery programmes in each of the four pillars were set out in the paper to the Mayor and Portfolio Leaders meeting on 3 March. In the following sections, we have summarised further details of the approach proposed for each pillar.

Economy, Trade and Tourism Pillar

17. This pillar has been the subject of extensive local engagement to reach a balance across a set of competing priorities within the pillar and across the wider programme. All programmes within this pillar have accommodated changes in order to agree the new proposed approach.
18. This pillar now specifically accommodates the 2026 European Athletics Championships (EAC) in line with Mayor and Portfolio Leaders agreement and DCMS's steer. There is also an element of EAC funding in the Inclusive Communities pillar (see below).

Inclusive Communities Pillar

19. This pillar will provide funding for existing successful 'Trailblazer' legacy projects and a broad Community Grants Programme, and it will also support a programme of social economy growth and an inclusive communities strategic framework.
20. There have been discussions about the approach to the Community Grants Programme. The detailed design of the Community Grants Programme will need to be carried out as part of business planning during Stage 3 and agreed by Investment Board. However, we propose that within its design we make provision for the following:
 - There will be a strand or theme of the grants programme dedicated to giving grants for sports, physical activity and mental health to the value of at least £3m. The WMCA Wellbeing Thematic Board will have responsibility for designing, administering and for oversight of delivery of this strand.
 - Additionally, £2m will be allocated to local events across different themes, including sports and physical activity. To ensure alignment and to coordinate and oversee bids, a Regional Events Board (currently being defined by WMGC) will include membership from the Wellbeing Thematic Board.
 - All Community Grants will need to demonstrate how they contribute to the Legacy Fund outcomes framework.
21. The EAC Grassroots Sport Fund is dedicated to supporting a sports and physical activity programme aligned to the EAC, bringing benefits to Birmingham and the wider region. The detailed design will again need to be developed during Stage 3 of the process and approved by Investment Board. It is proposed that this programme is designed to complement the Sport, Physical Activity and Mental Health strand of the Community Grants programme and that it provides regular reports to the WMCA Wellbeing Board.

Culture and Heritage Pillar

22. This pillar includes a programme of targeted, revenue-based interventions that require a regional approach and are all aimed at maximising legacy impacts across culture and heritage.
23. The proposal to develop a separate culture and heritage strategy has been incorporated into the broader culture and heritage programme. The programme will be developed in conjunction with constituent local authorities and their existing plans and strategies, working to complement existing local resource and plans and provide genuine additionality at a regional level.

Wellbeing and Sustainability Pillar

24. This wellbeing programmes in this pillar, as well as the physical activity strand in the Community Grants Programme, will have with oversight from the Wellbeing Board to ensure the alignment of funding and that we are getting the best outcomes.
25. Funding to support the heating costs relating to the Sandwell Aquatics Centre has now been included in this pillar, subject to any other government support available. As a result, the physical activity strand previously in this pillar has been incorporated into the Community Grants Programme, as described above. The sustainability element of this pillar incorporates an extension to the existing Community Green Grants Programme.

Evaluation Framework

26. The December Board paper referred to the development of an Evaluation Framework for the Legacy Fund. It is important that this is largely consistent with existing evaluation processes.
27. To this end, the table below draws heavily from *Annex 1.2: Evaluation Framework Update – Theories of Change and Evaluation Indicators* using key medium-term outcomes and longer-term impacts from that document. Where there did not appear to be suitable outcomes in the formal evaluation framework, alternative outcomes have been proposed. Most of these outcomes also align well with other regional and local strategies, where they exist.

Economy, trade & tourism	Inclusive communities	Culture & heritage	Wellbeing & sustainability
Increased levels of trade and FDI in the region	Involvement in volunteering in target groups*	Audiences which are more representative of the regions communities regularly attend and participate in cultural activities	Increased levels of physical activity in target groups
Improved skills and employability of local workforce	Diversity of grant recipients / grant beneficiaries*	Increased levels of understanding and respect among different groups and levels of participation in the community	Positive effect on reported levels of mental wellbeing
Sustained increase in domestic and international visitors to the region	Increased feelings of civic pride in Birmingham and the West Midlands region	Increased feelings of civic pride in Birmingham and the West Midlands region	Increased proportion of journeys taken on foot and bike

Create and/or safeguard good quality jobs		Diversity, capacity/skills of cultural workforce**	Access to green spaces*
Social Value / Inclusive Growth Framework / Carbon Reduction			
Value for Money			

* *Not directly referenced in B2022 Evaluation Framework*

** *Drawn from the outcomes of the B2022 Cultural Programme*

28. Each pillar lead will establish a small number of indicators for each outcome and a methodology for gathering data as part of the monitoring and evaluation arrangements for each pillar and delivery programme. We propose they draw heavily on existing indicators and methodologies set out in the Games Evaluation Framework. These will be formalised through the WMCA's Single Assurance Framework (SAF) process during Stage 3. N.B. The SAF is a set of systems, processes and protocols designed to provide a consistent approach for appraisal, assurance, risk management and performance throughout the lifecycle of WMCA projects and programmes.
29. It is intended that delivery programmes will deliver outcomes related primarily to their relevant pillar, however, through the appraisal process an assessment should be about the extent to which any given activity might contribute to wider outcomes in the framework.
30. The appraisal process will also consider the extent to which delivery programmes conform to social value and carbon reduction (as part of the WMCA's wider Inclusive Growth Framework), and also demonstrate value for money.

Next steps

31. It was agreed at December Board that the relevant WMCA Executive Directors, working closely with relevant Portfolio Leads, will bring forward more detailed proposals about the allocations for each delivery programme within their pillar. This will include specifications for commissioned programmes and services against each pillar, including procurement arrangements for each delivery programme and procedures for delegated decision-making at Stage 3.
32. If the WMCA Board agrees to the recommendations in this report, this will then enable progression to Stage 3 whereby programmes are developed and approved through the SAF process. This stage will need to proceed during the pre-election and election period, and as such requires a particular pathway through our governance and assurance processes in order to remain SAF-compliant while ensuring that we have full and proper cover from the WMCA Board to proceed.
33. SAF-compliant business cases for the programmes are being developed for approval at June Investment Board, although the business case for the Community Green Grants Programme extension has been able to progress more swiftly and so will go to April Investment Board.

Financial Implications

Grant agreement with DCMS

34. The terms and conditions of the grant funding agreement with DCMS are still under discussion. Acceptance of funding will be subject to suitable terms and conditions being agreed. In light of the very recent ministerial reshuffle, there are ongoing discussions both within DCMS and between DCMS/WMCA to confirm the approach which has led to delays in finalising the agreement and the submission of the programme business case to DCMS and HMT for sign off before funding is released to WMCA. The funding commitment by government for these monies to flow to the region remains.
35. As outlined in the December paper, WMCA will be the accountable body for this fund with delegated authority to manage the overall CWGLEF programme, and all funding needs will need to be spent over the next two financial years (2023/24 and 2024/25).

WMCA Single Assurance Framework (SAF) process and spend decisions

36. The CWGLEF will be managed in line with the SAF. Following Board approval of the pillar programme allocations and agreement of the final funding agreement with DCMS, delivery bodies will be able to spend at risk in advance of business case approval by the June Investment Board to support mobilisation of programmes given the short timeframe for delivery. The decision to spend at risk will need to be taken by each body's Finance Director/S151 Officer.
37. Consideration is also being given to a reserve list of programmes to be maintained in the event of slippage across the whole programme to ensure maximisation of use and benefit to the region. Any such changes would be done in line with WMCA's change control process, enabled by the Single Assurance Framework, and signed off by the relevant governance boards of the WMCA.

Legal Implications

38. The WMCA will be acting as Accountable Body to DCMS in respect of the funding and, it will be necessary for the parties to enter into a formal legal agreement setting out the terms and under conditions governing the use of the funds.
39. At this first level of transfer of funds from DCMS to the WMCA there are no considerations in respect of subsidy control as there is unlikely to be any aid. However, DCMS will require the WMCA to ensure it is compliant and remains compliant in the passing down of the funds to beneficiaries.
40. To protect the WMCA's interest and minimise the potential risk of financial and reputational loss, the WMCA must enter into back-to-back legal agreements with grant recipients to ensure all appropriate obligations are passed down the chain, including the requirement to remain compliant in respect of subsidy control principles in the delivery of services.
41. All programmes within the four pillars will be assessed to ensure compliance with the Subsidy Control Act 2022 and other relevant legislation and legal requirements.

42. Unless otherwise agreed in writing no funding will be released to grant recipients unless and until such time as formal grant agreements have been signed between the parties.
43. The WMCA is subject to Freedom of Information Act requests therefore, it is important that all decisions are in accordance with the law, with WMCA's policies/procedures and, that proper audit trails are maintained.

Equalities Implications

44. A key objective of the CWG Legacy Fund is to create an inclusive legacy for CWG across the West Midlands. We anticipate that the fund will have positive equalities implications and will conduct more detailed assessments for each programme as they are developed.

Inclusive Growth Implications

45. The prioritisation for the CWG Legacy Fund around the four pillars will contribute to the region's inclusive growth framework fundamentals in the following ways:
- **Economy, trade and tourism pillar:** in line with our inclusive economy priority to ensure economic prosperity reaches into the homes across the WMCA area, and improving training and skills in line the education and learning fundamental;
 - **Inclusive communities pillar:** development of an inclusive communities strategy and community-led activities will help achieve our power, influence, and participation fundamental;
 - **Culture and heritage pillar:** strengthen investments in our cultural and heritage infrastructure will increase pride in place, in line with our power, influence and participation fundamental; and
 - **Wellbeing and sustainability pillar:** physical activity programme and green grants will help reduce health inequalities in line with the health and wellbeing fundamental.

Geographical Area of Report's Implications

46. This report relates in to the seven constituent authorities of the WMCA plus its non-constituent local authorities.

Other Implications

47. N/A

Schedule of Background Papers

48. WMCA Board paper of 16 December 2022 on the Commonwealth Games Legacy Fund.



WMCA Board

Date	17 March 2023
Report title	West Midlands Race Equalities Taskforce - Independent Strategy
Portfolio Lead	Inclusive Communities - Councillor Kerrie Carmichael
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Lucy Gosling, Race Equalities Taskforce Programme Manager email: lucy.gosling@wmca.org.uk Claire Dhami, Head of Systems Change & Inclusion email: claire.dhami@wmca.org.uk
Report has been considered by	WMCA Executive Board - 11 January 2023 WMCA Mayor and Leaders Liaison - 3 March 2023

Recommendation(s) for action or decision:

- 1) Note the launch and progress of the West Midlands Race Equalities Taskforce, which was established by the WMCA Board in July 2021.
- 2) Endorse the West Midlands Race Equalities Taskforce's independent strategy (Appendix A).
- 3) Commit to responding to the Taskforce's independent strategy, and to continued action to address race inequality across the West Midlands.

- 4) Nominate an elected member to represent your local authority as part of a Members Advisory Group for the Race Equalities Taskforce.

1. Purpose

- 1.1 To update the West Midlands Combined Authority (WMCA) Board on the establishment of the West Midlands Race Equalities Taskforce and the development of its independent strategy.
- 1.2 To seek the WMCA Board's endorsement of the Taskforce's independent strategy and ongoing commitment to taking action to address race inequality for our communities.

2. Background to the Taskforce

- 2.1 The WMCA Board endorsed the establishment of an independent West Midlands Race Equalities Taskforce to take action that will improve equality of opportunity for all of our communities (23 July 2021). The Taskforce's role is to concentrate on developing policy solutions in areas *'over which the WMCA has roles and responsibilities in delivering, enabling and influencing - namely: jobs and the economy; education and skills; transport and connectivity; housing and homelessness; health and wellbeing; and also criminal justice with the cooperation of the Police and Crime Commissioner as chair of the Local Criminal Justice Board.'*
- 2.2 This decision was made in recognition of the wide and deep inequality across the West Midlands. Evidence clearly shows that people who experience race inequality are likely to face additional barriers to success, from finding it more difficult to get good jobs, housing and transport to having poorer experiences of health, education and criminal justice. These disparities need to be urgently tackled if the WMCA is to deliver on our aims of 'levelling up' the West Midlands and ensuring that everyone can share in the region's success.
- 2.3 Since the launch of the Taskforce, data published from the UK Census 2021 has found that of the 2.9 million people who live in the West Midlands metropolitan area, around 1.3 million did not identify as being from a White British background. This means that around 45 percent of our residents may experience race inequality and reinforces the need for action.

3. Launch and early activity of the Taskforce

- 3.1 The Taskforce is an independent group that brings together a wide range of people and partners from across the West Midlands to find new and sustainable ways to tackle race disparities. It launched in April 2022 following the appointment of its Independent Chair and membership.

- 3.2 The Independent Chair of the Taskforce is Yetunde Dania, who is a solicitor, Partner and Head of the Birmingham Office at international law firm Trower and Hamlins LLP. The Taskforce is made up of around 30 strategic leaders from different sectors, places and communities across the West Midlands. Half of the Taskforce's membership are independent and were appointed through an open recruitment process. Senior leaders from regional partners, such as local authorities, the Department of Work and Pensions and the Office of the Police and Crime Commissioner, who are leading the Taskforce's activity on criminal justice, represent the second half of the Taskforce membership. Their support and insights have and will continue to be instrumental in ensuring that the Taskforce adds value to existing activity, responds to local priorities and can connect with opportunities to make a tangible impact. The Taskforce is also supported by additional 'subject matter experts' who play a vital role in supporting the Taskforce's action plan. There will be new opportunities for partners to get involved as the Taskforce moves towards delivery.
- 3.3 The Taskforce is focused on action and will continuously learn. It has already started to make an impact while developing its strategy, which has been included as **Appendix A**. This is part of the 'social innovation' approach that is being taken with the guidance of our partners, The Young Foundation.
- 3.4 Early activity of the Taskforce has included to:
- Influence the region's response to Levelling Up and the Trailblazer Devolution Deal. This includes securing a commitment to prioritise inclusion and community engagement in the design of successful proposals.
 - Review the independent baseline report on race disparities that was produced by The Equal Group (included as Appendix B).
 - Deliver 5 workshops to explore its priority areas, and participate in workshops with the West Midlands Mental Health Commission.
 - Hold a community listening event, to ensure its strategy is shaped by lived experience (included as Appendix C).
 - Develop a 3-5 year strategy to set out the Taskforce's direction of travel in addressing race inequality in the West Midlands (included as Appendix A).

4. Independent strategy

4.1 The Taskforce was established with a vision that ‘in the West Midlands, race, ethnicity and heritage should never be obstacles to having a fair start in life or the opportunity to reach your full potential and flourish.’ Its independent strategy sets out the change that the Taskforce want to enable, influence and mobilise over the next 5 years to make a lasting impact on a regional scale.

4.2 The Taskforce’s strategy outlines how the Taskforce plan to bring together a wide range of partners to tackle race inequality across the whole of the West Midlands. It identifies 5 ‘thematic action areas’ where the Taskforce want to find new ways to address disparities and improve opportunities for all communities. These are policy areas where the WMCA and its partners have the most potential to make an impact. In addition to these 5 areas, the Taskforce has also identified 3 ‘cross-cutting priorities’ and 3 ‘guiding principles’ that will be important for unlocking change. These are:

5 thematic action areas	3 cross cutting priorities	3 guiding principles
Jobs, living standards, skills and education. Health and wellbeing. Housing and homelessness. Transport. Criminal Justice.	Improving data and evidence on race inequality. Advancing diversity in leadership. Building cultural intelligence.	Valuing coproduction. Taking an intersectional approach. Building trust with and in communities.

4.3 Partnerships are central to the Taskforce’s strategy. The Taskforce recognise that it cannot work on its own, and that its role will not be to deliver new projects that are separate from existing activity. Instead, the Taskforce will focus on challenging and supporting other organisations to improve the way they work, so that public services, businesses and communities are all doing more to shift the dial on race inequality. This is outlined in the Taskforce’s ‘social innovation spiral’ which describes the steps that the Taskforce plan to take to enable, influence and mobilise lasting change.

4.4 To bring its strategy to life, the Taskforce has identified a number of ‘priorities for action’, which it believes are the next steps for addressing race inequality across the region. These ideas have been developed through the Taskforce’s own activity, its community listening event and workshops with public service leaders. The Taskforce recognise that this set of actions may need to be updated to make sure that everyone is working on the right challenges with the right people in the right way to make collective change.

Theme / mission	Priorities for action
<p>'Remove barriers and build inclusive jobs, skills and education pathways that support people into meaningful careers and better living standards.'</p>	<p>Develop targeted jobs and careers pathways.</p> <p>Invest in community innovation hubs to connect people to high growth sectors.</p> <p>Create a task and finish group to tackle underemployment.</p> <p>Shape what 'good work' looks like.</p> <p>Promote cultural intelligence in schools.</p>
<p>Champion culturally intelligent health and wellbeing practices</p>	<p>Engage with health partners to understand existing activity and where further action can be taken, e.g., around improving maternal care and Integrated Care System equalities strategy.</p> <p>Support regional health literacy to help communities navigate support.</p> <p>Take forward action in Mental Health, through reviewing services and creating a community campaign.</p> <p>Support activity to encourage healthier behaviours, such as developing culturally appropriate health incentives.</p> <p>Contribute to the Taskforce's cross cutting priorities around building cultural intelligence resources and exploring the potential of a West Midlands ethnicity data standard.</p>
<p>Listen to communities to develop equitable access to housing choices and build homes and neighbourhoods that enable people to flourish.</p>	<p>Develop a culturally sensitive resource to help communities navigate housing choices.</p> <p>Explore the value of regional guidance on social housing allocations.</p> <p>Investigate race inequality in homelessness, with the WMCA Homelessness Taskforce.</p> <p>Identify opportunities to increase the supply of homes that meet the needs of racialized communities.</p> <p>Explore the potential to use the West Midlands Design Charter to address race inequality.</p> <p>Identify and leverage opportunities to take action on race disparities in housing.</p>

<p>Connect lives through a sustainable and accessible transport network.</p>	<p>Strengthen equality and community voice within decision making.</p> <p>Explore how race-based budgeting could work in transport across our region.</p> <p>Experiment with better transport for all, by testing ways to improve travel for racialised communities.</p>
<p>Level the scales of justice and create a fairer criminal justice system that actively considers race and makes every community feel safe.</p>	<p>Strengthen equality impact assessments with community voice.</p> <p>Help to build trust in the justice system.</p> <p>Track and tackle disproportionality in youth justice.</p> <p>Improve data sharing to drive action.</p> <p>Implement race recommendations.</p> <p>Prevent race related hate crime.</p> <p>Target efforts to reduce reoffending.</p>
<p>Cross cutting priorities</p> <ul style="list-style-type: none"> - Data and evidence - Leadership diversity - Cultural intelligence 	<p>Develop more consistent, granular and intersectional data on race inequalities and deepen our understanding of what works for racialized communities.</p> <p>Build and diversify leadership capabilities across the West Midlands, so that communities are represented in power and therefore feel more empowered.</p> <p>Build cultural intelligence to improve the system's ability to understand and actively think about cultural differences, so that their decisions and activity work for racialized communities.</p>

5. Next steps towards delivery

5.1 The Taskforce's independent strategy is a call to action for the whole West Midlands. Next steps will concentrate on securing support from a wide range of partners and organisations to deliver change, and the Taskforce will regularly monitor, review and update its action plans and progress.

5.2 To fast track next steps, the Taskforce have participated in an action planning workshop with the Combined Authority's Executive Board on 15 February 2023. This was used to identify where the Combined Authority (as an organisation) can commit to taking action towards the delivery of the Taskforce's strategy in the next 12 months, and where the Taskforce needs to engage with other partners. Commitments have been identified across Jobs and Skills, Housing,

Transport, data, leadership diversity and cultural intelligence, and will be refined to form an action plan.

5.3 Other workstreams are being taken forward in different ways, for example:

- Criminal Justice: this workstream will continue to be led by the West Midlands Office of the Police and Crime Commissioner, who will convene a workshop with system partners to shape next steps.
- Health and Wellbeing: the Combined Authority's wellbeing team will take a joined-up approach to bringing recommendations from the independent Race Equalities Taskforce, independent Mental Health Commission and WMCA supported Health of the Region activity to partners across the health system.
- Homelessness: the Chair and members of the Taskforce met with the Independent Chair and Members Advisory Group Chair of the WMCA Homelessness Taskforce to explore the potential for joint work. Officers will prepare potential options to share with the Taskforces.
- Cultural Intelligence: the Taskforce and Combined Authority's activity towards this workstream will be to support Birmingham City Council's Birmingham and Lewisham African and Caribbean Health Inequalities Review programme.

6. Asks of the WMCA Board and other partners

6.1 The Taskforce are clear that they cannot tackle race inequality alone, and that their strategy aims to outline a vision for the whole WMCA (as a region and regional partnership). Members of the WMCA Board are asked to:

- Endorse the development and principle of the Taskforce's strategy.
- Provide a response from their authority to the Taskforce's independent strategy. The Taskforce would particularly welcome offers from partners to support or take leadership of different priorities within their strategy.
- Continue to actively support the Taskforce. This includes continuing to participate in activity through their nominated member on the Taskforce, 'subject matter experts' and elected representative on the Members Advisory Group.
- Collectively commit to more deliberately addressing race inequality through WMCA policy, delivery and devolution activity.
- Reflect and share learnings on how their authority can better contribute to the mission of addressing race inequalities.

- 6.2 When establishing the Taskforce, the WMCA Board agreed it should be guided by a 'Members Advisory Group' (MAG) of elected members. This follows the successful model of the WMCA Homelessness Taskforce, which has a proactive MAG who play a vital role in connecting it to local activity and 'unblocking' barriers to change. Members of the WMCA Board will be asked to nominate members of their cabinets to join the Taskforce's MAG. The Taskforce will also welcome additional nominations of members from underrepresented groups, to help advance leadership diversity, and look to connect the MAG with other WMCA advisory and decision making bodies.

7. Financial implications

- 7.1 This report does not seek additional resources to support Taskforce activity beyond the funding already approved for 2023/24.
- 7.2 The Taskforce recognises that its role is not to deliver new or independent activity but rather help the WMCA, its partners and other organisations to reposition and improve their existing work. As such, it is anticipated that much of the Taskforce's activity will be delivered through existing programmes and capacity. The Taskforce may additionally develop business cases or seek external funding for proof of concept activity in the future, as its work matures.

8. Legal Implications

- 8.1 There are no immediate legal implications from this report. However, it is essential that the WMCA continues to meet the Equalities Act legislation and the Taskforce may offer additional support and challenge in ensuring best practice towards this duty.

9 Equalities implications

- 9.1 The establishment of the Taskforce and the development of its independent strategy is intended to make a positive (indirect) impact on racialised communities across the West Midlands, by supporting and challenging the Combined Authority and other organisations to more actively tackle race inequality through their work. Within their strategy, the Taskforce recognise the importance of building a more granular and intersectional understanding of race disparities, and the value of coproducing activity with communities. This evidence-based approach and commitment to coproduction needs to guide the design of different activities that result from this strategy. It is recommended that separate Health and Equality Impact Assessments are undertaken for the Taskforce's future projects.

10. Inclusive Growth Implications

- 10.1 Inclusive Growth is about making sure that improvements in our economy benefit all of our communities. The Taskforce will help to strengthen and deliver on the 'equality' and 'power, influence and participation' fundamentals of the Inclusive Growth Framework, by encouraging the WMCA's delivery directorates to actively address inequality and include community voice within decision making, as highlighted in paragraphs 4.2 and 4.4. A good example of this is how the Taskforce's and Inclusive Growth considerations will be built into the design of Trailblazer Devolution Deal activity. Looking ahead, the Taskforce's focus on the need for more granular data may also be explored within the WMCA's Inclusive Growth work, for example, ensuring that race inequalities are measured through the region's outcomes framework, which is aligned to the Inclusive Growth fundamentals.

11. Background papers and appendices

'Race Equalities Taskforce', report to the WMCA Board, 23 July 2021.

Appendix A: West Midlands Race Equalities Taskforce – Independent Strategy.

Additional appendices, available on request:

- 'Listening Together', West Midlands Race Equalities Taskforce community listening event, 2022. This report will later be published online at: <https://www.wmca.org.uk/LTWRET>
- 'Rapid Baseline Report for Racial Inequalities', independent paper by The Equal Group, 2022. Available on request.

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Race Forward

West Midlands Race Equalities Taskforce Independent Strategy 2023-2028

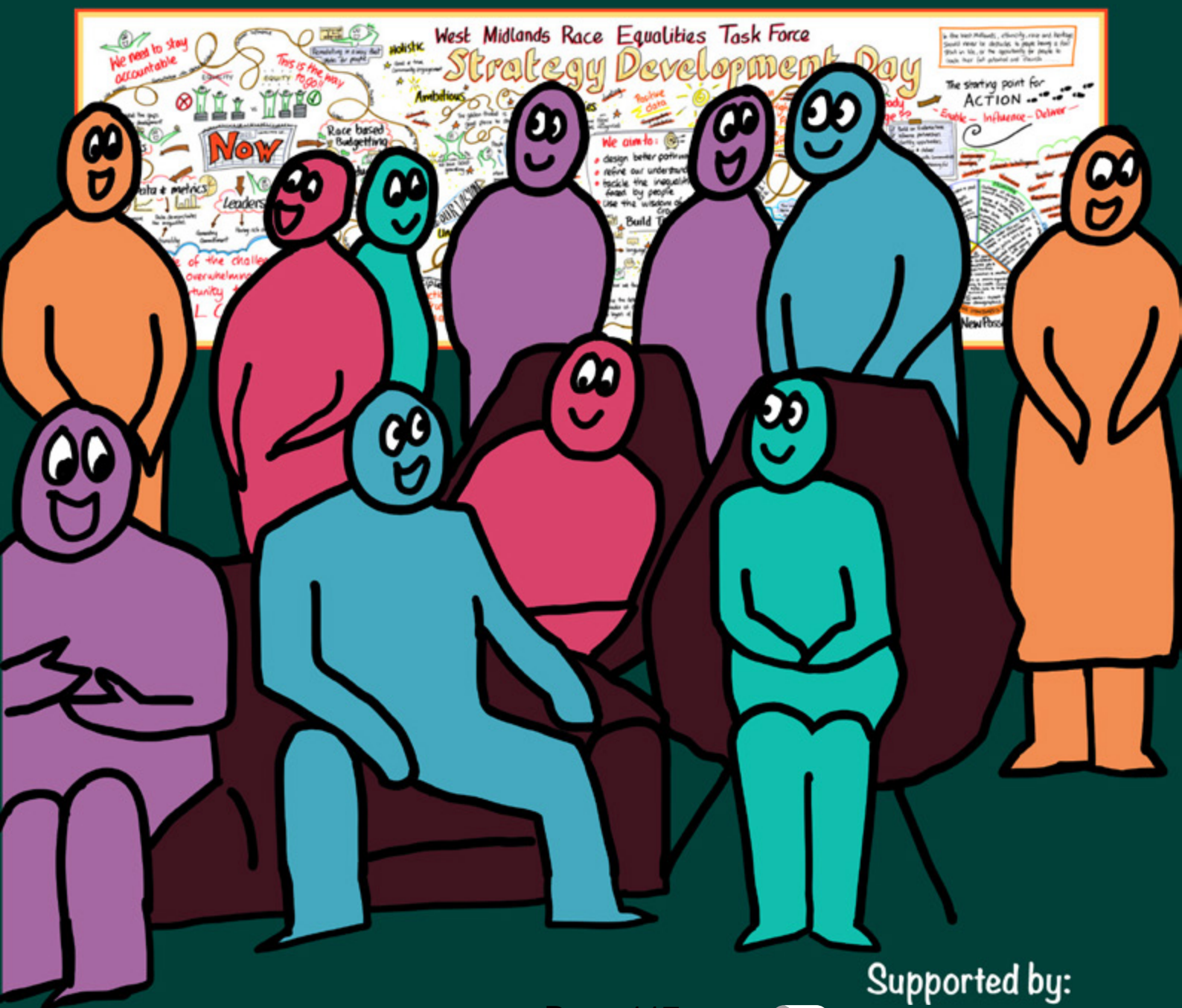
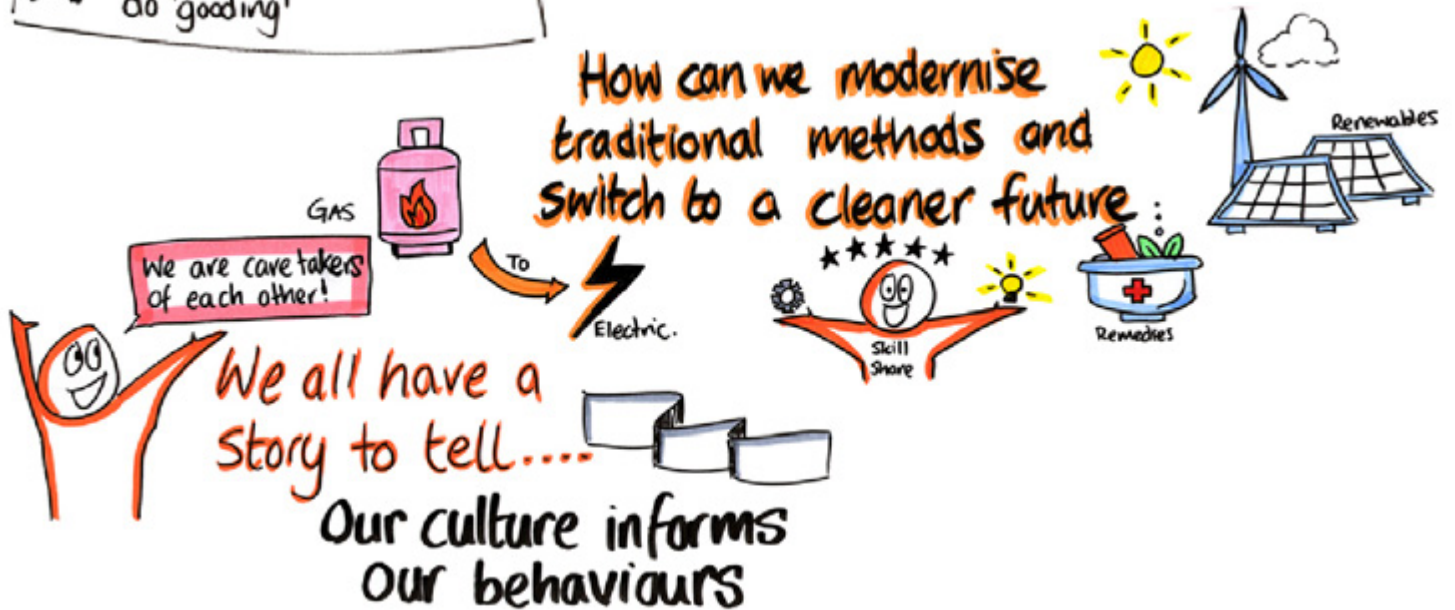




TABLE NO / Session NO	SUBJECT
★	Build relationships with Communities
★	Where are the youth centres & connections?
★	Trust is essential
★	SAFETY is key
★	Start doing GOOD, not just do 'gooding'



Executive Summary

Did you know that 45% of people living in the West Midlands metropolitan area may experience race inequality in their day to day lives?

We are the independent West Midlands Race Equalities Taskforce and this is our strategy for tackling race disparities across our region.

Launched in 2022, the Taskforce was created by the West Midlands Combined Authority (WMCA) Board to take action that will improve equality of opportunity for all of our communities. We believe that race, ethnicity and heritage should never be obstacles to having a fair start in life or the opportunity to reach your full potential and flourish.

This strategy sets out the steps we want to take over the next 3-5 years to help make that vision a reality. It explains who we are, why we were set up and:

- **The changes we want to make** - we will focus on the issues where the WMCA and its partners can make the most impact, from helping people to get better jobs, transport and housing to tackling disparities in education, health and criminal justice. We have also identified the need to improve data, leadership diversity and cultural intelligence to make change possible.
- **The action we want to see** - we want to make a real impact and have identified a number of ‘priorities for action.’ These ideas have been shaped by hard evidence, people’s real experiences and engagement with public service leaders.
- **The partnerships we need to build** - we cannot deliver change on our own and hope that this strategy becomes a call to action for the whole West Midlands. Our aim is to enable, influence and mobilise change on a regional scale so that public services, businesses and communities are all doing more to tackle race inequality and make our region a fairer place for all.



Theory of Change

1.3 million people living in the West Midlands metropolitan area may experience race inequality.

The West Midlands Race Equalities Taskforce was set up to take action that will improve opportunity for our racialised communities.

We are an independent group that brings together a wide range of people and partners to find new and sustainable ways to tackle race disparities. We will focus on addressing inequality and improving opportunity through the policy areas where the West Midlands Combined Authority and its partners can make a difference.

Our strategy sets out what we want to do over the next 5 years to bring about lasting change on a regional scale.

Why race inequality matters

1.3 million people in the West Midlands may experience race inequality.

The unemployment rate for ethnic minority communities is 2x higher than for White British people.

People of Black and Pakistani heritage are 4x more likely to live in deprived neighbourhoods compared to White British people.

People from ethnic minority households are 18% points less likely to own their home than White British households (50%, 68%).

Ethnic minority communities are 2x more likely to live in a home without car ownership than White British people.

People of Black and Pakistani heritage are 2x more likely to be arrested than white people.

Where we

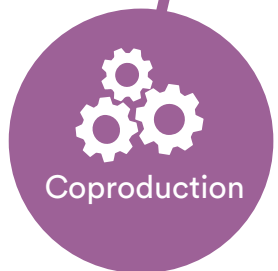
Jobs, skills and education

Health and wellbeing

Housing and homelessness

want to make a difference

Our Guiding Principles



Vision

We have a vision that in the West Midlands, race, ethnicity and heritage should never be obstacles to having a fair start in life or the opportunity to reach your full potential and flourish.



back
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Priorities for action

Our strategy sets out a number of ‘priorities for action.’ These are the key changes that we want to enable, influence and mobilise to help tackle race inequality across the region.

Theme	Priority for Action	Short term activity	Long term impact
Jobs, living standards, skills and education	<ul style="list-style-type: none"> • Develop targeted jobs and careers pathways. • Invest in community innovation hubs to connect people to high growth sectors. • Create a task and finish group to tackle underemployment. • Shape what ‘good work’ looks like. • Promote cultural intelligence in schools. 	<ol style="list-style-type: none"> 1. Enable change by building a better understanding of inequality through more granular data, community engagement and cultural intelligence. 	Remove barriers and build inclusive jobs, skills and education pathways that support people into meaningful careers and better living standards.
Health and Wellbeing	<ul style="list-style-type: none"> • Engage with health partners to understand existing activity and where further action can be taken, e.g., around improving maternal care and Integrated Care System equalities strategy. • Support regional health literacy to help communities navigate support. • Take forward action in Mental Health, through reviewing services and creating a community campaign. • Support activity to encourage healthier behaviours, such as developing culturally appropriate health incentives. • Contribute to the Taskforce’s cross cutting priorities around building cultural intelligence resources and exploring the potential of a West Midlands ethnicity data standard. 	<ol style="list-style-type: none"> 2. Connect with a wide range of partners to learn and work together. 3. Influence change, both directly by influencing the work of the WMCA and partners supporting the Taskforce and indirectly by encouraging other organisations, businesses and communities to take their own action. 	Champion culturally intelligent health and wellbeing practices.
Housing and Homelessness	<ul style="list-style-type: none"> • Develop a culturally sensitive resource to help people to navigate housing choices. • Explore the value of regional guidance on housing allocations. • Investigate race inequality in homelessness. • Identify opportunities to increase the supply of homes that meet the needs of racialised communities. • Explore the potential to use the West Midlands Design Charter to address race inequality. • Identify and leverage other opportunities to take action on race disparities in housing. 	<ol style="list-style-type: none"> 4. Initiate change by developing and testing different ways to make improvements. 5. Mobilise action by demonstrating what works and building the case for longer term change. 	Listen to people to develop equitable access to housing choices, and build homes and neighbourhoods that enable people to flourish.

Theme	Priority for Action	Short term activity	Long term impact
Transport and Connectivity	<ul style="list-style-type: none"> Explore the potential to introduce race based budgeting. Strengthen equalities and community voice in decision making. Experiment with better transport for all. 		Connect lives through a sustainable and accessible transport network.
Criminal Justice	<ul style="list-style-type: none"> Strengthen Equality Impact Assessments with community voice. Help to build trust in the justice system. Support activity to track and tackle disproportionality in youth justice. Participate in a summit focused on improving data sharing to drive action. Monitor efforts to implement recommendations to tackle race inequality. Support activity to improve the prevention of race related hate crime. Target efforts to reduce re-offending among racialised communities. 	6. Hand over the Taskforce’s learning to public services, businesses or communities to deliver through their own work; and start the cycle again.	Level the scales and create a fairer criminal justice system that actively considers race and makes every community feel safe.
Cross cutting priorities	<p>DATA AND EVIDENCE</p> <p>Develop more consistent, granular and intersectional data on race inequalities and deepen our understanding of what works for our communities.</p>	<p>LEADERSHIP DIVERSITY</p> <p>Diversify and build leadership capabilities, so that communities are empowered and represented in power.</p>	<p>CULTURAL INTELLIGENCE</p> <p>Build cultural intelligence, so that decisions and activity work for racialised communities.</p>



Phrases we use

This is not an academic or political report and we wanted to make our ideas as simple and accessible as possible. However, the words we use matter, particularly when we are talking about an issue as important and complicated as race inequality.

How we talk about racialised communities...

Like many, we do not agree with the use of catch-all or umbrella terms such as 'BAME' (Black, Asian and Minority Ethnic). This is because it ignores the diverse experiences and cultures that different communities have, as well as the inequality that some minority white communities face.

Instead, we try to be as specific as possible about the community or people we are talking about. This is not always possible due to how data is currently gathered by different organisations, which means that this strategy sometimes talks about 'ethnic minority communities' in quite a broad way.

We also use the terms 'racialised communities' and 'people who experience race inequality'. This is because it helps us to remember that race inequality is not inevitable but a result of power imbalances. People from different ethnicities, heritage and cultures experience additional challenges because of how they have been underrepresented in or let down by different parts of our society.

Systems thinking

A system is an organised set of ideas or a group of things that are connected or work together. Systems thinking is a way of exploring and developing effective action by looking beyond a specific organisation or issue to see the bigger picture, for example looking at all the different things that can affect a person's wellbeing.

Institutional, structural or systemic racism

Focusing on systemic racism means understanding race inequality and discrimination as a collective problem that needs to be deliberately addressed, rather than thinking about racism as being a result of an individual person's bias or attitude.

The Macpherson report defined institutional racism as 'the collective failure of an organisation to provide an appropriate and professional service to people because of their colour, culture or ethnic origin.'

This is similar to the term systemic or structural racism, which looks a bit more broadly at 'policies and practices that exist throughout a whole society or organisation, and that result in and support a continued unfair advantage to some people and unfair or harmful treatment of others based on race.'



Intersectionality

Intersectionality is about acknowledging that everyone has their own unique experiences of systematic inequality and that we must consider everything and anything that can marginalise people. For example, a person is not Black on a Monday, a woman on a Tuesday and disabled on a Wednesday - they experience all of these things at once.

Cultural intelligence

Cultural intelligence is when people have the ability and skills to go into new environments with confidence, and to make informed judgments based on observations and evidence to relate and work effectively with people from different cultural backgrounds.

Coproduction

Coproduction is a way of working that actively involves communities in making decisions and shaping services that affect their lives. It goes beyond consultation to put people on an equal footing to decision makers.

West Midlands Combined Authority

The West Midlands Combined Authority (WMCA) is a partnership between 18 local authorities, the West Midlands Police and Crime Commissioner and West Midlands Fire and Rescue Authority. It is led by the Mayor of the West Midlands, Andy Street, and the political Leaders of the seven constituent local authorities who make up the WMCA Board. The West Midlands Race Equalities Taskforce was set up by and has the support of the full WMCA Board.

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Introduction

The West Midlands Race Equalities Taskforce was set up to take action that will improve opportunity for all of our racialised communities. We are an independent group that brings together a wide range of people and partners to find new and sustainable ways to tackle race disparities. Our strategy sets out what we want to do over the next 5 years to bring about lasting change on a regional scale.

About our communities

We are proud of the incredible diversity of our communities.

Recently published data from the UK Census 2021 has found that of the 2.9 million people who live in the West Midlands metropolitan area, around 1.3 million did not identify as being from a White British background. This means that around 45 percent of people in the region are of an ethnic minority heritage.

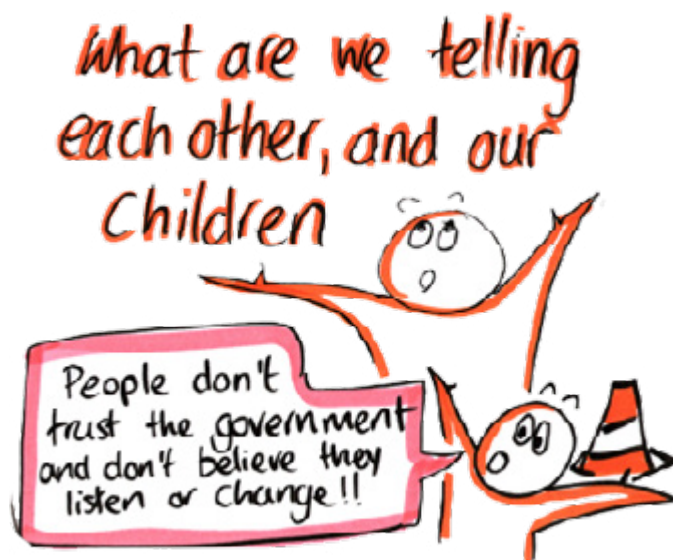
Although this statistic does not truly capture the full diversity of our population, it does show that the region is significantly more ethnically diverse than it was ten years ago.

About race inequality

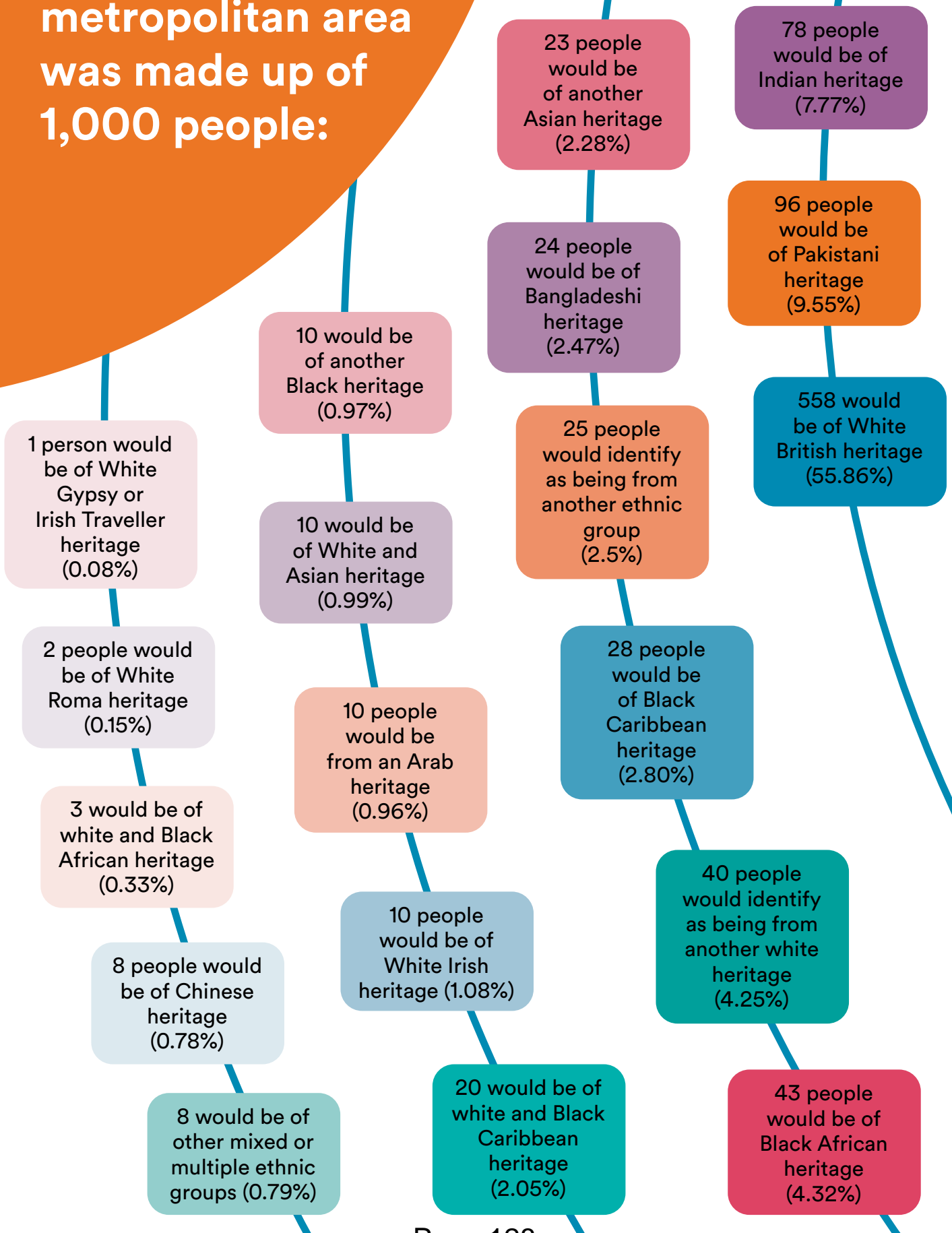
While it is important to celebrate the diversity of our communities, we must also recognise that many face longstanding inequalities and injustices that need to be addressed.

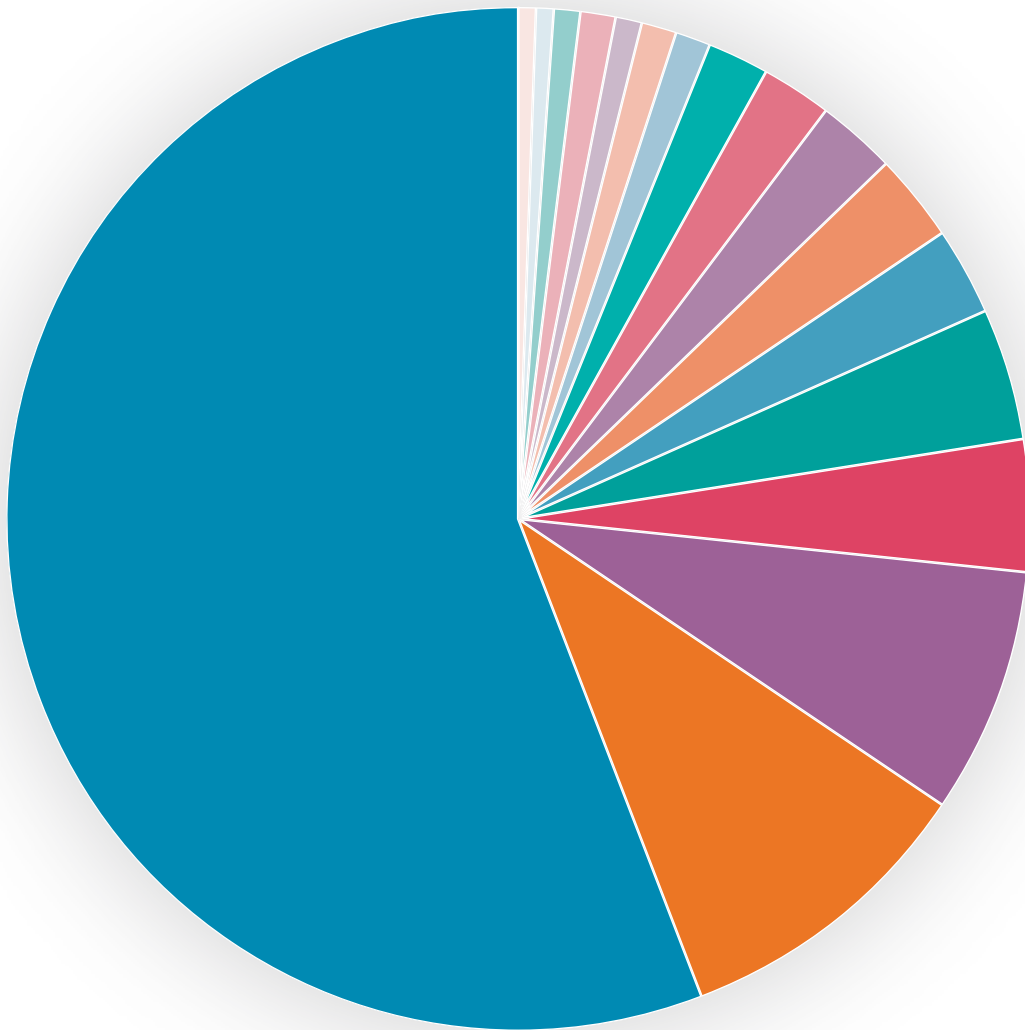
There is clear evidence to show that racialised communities experience additional barriers to success and challenges in life, from finding it more difficult to get good jobs, transport and housing to having poorer experiences in education, health and criminal justice.

We believe that if our racialised communities are not able to reach their full potential, then neither can the region as a whole. Only by understanding and actively tackling these inequalities will we be able to make sure that everyone in the West Midlands has the opportunity to contribute to and share in the region's success.



If the West Midlands metropolitan area was made up of 1,000 people:





Intersectionality:

21%

will be aged below 16 years.

22%

are disabled.

28%

would live in the top 10% most deprived areas (IMD 2019).

51%

would be women.

About the Taskforce

The West Midlands Race Equalities Taskforce was set up to take action that will improve equality of opportunity for all of our communities.

We were launched with a vision that: “in the West Midlands, race, ethnicity and heritage should never be obstacles to people having a fair start in life, or the opportunity to reach their full potential and flourish.”

Led by an Independent Chair, Yetunde Dania, the Taskforce brings together a wide range of partners to find new ways to address race disparities. Our Taskforce is made up of around 30 senior leaders from different sectors, places and communities, who will in turn work with and mobilise a much wider network of action groups and partners.

We are an independent group that was set up by the Mayor of the West Midlands, Andy Street, and the West Midlands Combined Authority (WMCA) Board to challenge and support them to tackle race inequality through their work.

Our focus will be on making changes in the areas where the WMCA has most responsibility and impact. This includes:

- Jobs and the economy
- Skills and education
- Housing and homelessness
- Transport and connectivity
- Health and wellbeing
- Criminal justice (led by the Office of the Police and Crime Commissioner).

“In the West Midlands, race, ethnicity and heritage should never be obstacles to having a fair start in life or the opportunity to reach your full potential and flourish.”

Vision of the West Midlands Race Equalities Taskforce

Our journey so far

Since our launch in Spring 2022, the Taskforce has worked quickly to explore different priorities and build our strategy. We have already started to make a difference and will continue to grow our networks and reach as we bring the region with us on a journey of change.

- **May 2021 - Andy Street re-elected as Mayor of the West Midlands**

Andy Street was re-elected as Mayor of the West Midlands with a manifesto commitment to set up an Equalities Taskforce to make sure that all communities can share in the region's success, by looking at the specific issues facing under-represented communities in West Midlands Combined Authority policy areas like transport, skills, jobs and housing.

- **July 2021 - Taskforce approved**

The West Midlands Combined Authority Board agreed to launch a new Race Equalities Taskforce to improve opportunities for all of our communities.

- **December 2021 - Independent Chair appointed**

Yetunde Dania was confirmed as the Independent Chair of the Taskforce. Yetunde is a practicing lawyer, partner and Head of the Birmingham Office at international law firm Trowers & Hamblins LLP, and is a vocal advocate for diversity and inclusion.

- **February 2022 - Members recruited**

Independent members of the Taskforce were appointed through a competitive recruitment campaign, which looked for strategic leaders with the passion and expertise to tackle race inequality on a regional scale. These members were joined by senior leaders from public bodies to make up the full Taskforce steering group (around 30 people).

- **April 2022 - Taskforce launched**

The Taskforce launched at the WMCA offices with a lively workshop to explore the UK Government's Levelling Up missions and what these should mean for addressing race inequality.

- **May 2022 - Evidence base reviewed**

During the Spring, the Taskforce also reviewed the independent baseline report on race inequalities that was produced by The Equal Group. The report evidenced significant disparities across the West Midlands and highlighted the need for more granular and intersectional data.

- **July 2022 - Trailblazer Devolution Deal influenced**

Building on our response to Levelling Up, the Taskforce challenged the WMCA to make sure that the region's Trailblazer Devolution Deal proposals will actively tackle race inequality. The WMCA policy leads coordinating proposals for culture, crime, finance, health, housing, skills, social capital and transport have all committed to prioritising inclusion and community engagement should the proposals progress to design stage.

- **September 2022 - Action groups launched**

Five workshops were delivered to launch the Taskforce's thematic action groups. These groups will drive forward the Taskforce's work across: Jobs, Living Standards, Skills and Education; Health and Wellbeing; Housing and Homelessness; Transport; and Criminal Justice.

- **October 2022 - Collaborated with the Mental Health Commission**

Members of the Taskforce also worked with the West Midlands Mental Health Commission to find recommendations for addressing race inequality in Mental Health.

- **November 2022 - Community Listening Exercise delivered**

The Taskforce held our first community event on 11 November, which saw more than 70 people take part in conversations about jobs, skills, housing and transport in the West Midlands. These insights and lived experiences have shaped this strategy.

- **November 2022 - Strategy developed**

Taskforce members gathered with senior public service leaders and local authority 'subject matter experts' to develop a 3-5 year strategy for tackling race inequality across the region. This included identifying actions that can show progress within the first 12 months.

- **January 2023 - Finalised the strategy and began to action plan**

The Taskforce finalised our strategy ready to be shared with the region's decision makers at the WWMCA Board in Spring 2023. We have used our draft strategy as a basis for action planning, and will continue to engage with partners to secure their commitments to change.

The hard evidence...

Our strategy has been shaped by data and evidence. Race inequality is real. There is clear evidence to show that people from racialised communities face a range of additional challenges and barriers to success. For example...

Jobs, skills and education

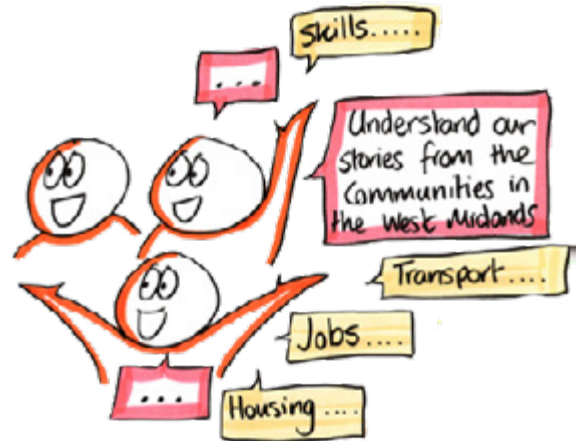
Black Caribbean children are 2.5x more likely to be permanently excluded from school than White children.

Second generation Pakistani, Bangladeshi and Black Caribbean people are more likely to be highly educated, but less likely to be employed.

The unemployment rate for ethnic minority communities is 2x higher than for White British people.

£24bn value would be added to the UK economy if ethnic minorities were represented (McKinsey).

The race pay gap in the West Midlands is 9.5%, which is higher than the majority of English regions.



Ethnic minority people are at a greater risk from preventable illness.

Ethnic minority people are 40% more likely to receive mental health treatment in the criminal justice system than primary care.

66% of Pakistani and Bangladeshi people are expected to experience fuel poverty, compared to 52% for ethnic minority communities and 32% of White people.

Black people in England are nearly 4x more likely as White people to have no access to outdoor space at home.

Black mothers are 5x more likely to die in pregnancy or childbirth than White mothers.

Health and Wellbeing

Are we ready to change??



We need to stay accountable

Holistic

★ Good & true Community engagement
★



Housing and Homelessness

68% of White British households own their own homes, compared to 50% for all ethnic minority community households.

Black and Pakistani people are 4x more likely to live in deprived neighbourhoods compared to White British people.

45% of minority ethnic children lived in families in poverty after housing costs, compared to 20% of children in White British families.

People from ethnic minority heritage are 5x more likely to live in overcrowded housing in the West Midlands.

33% of applicants for temporary accommodation in the West Midlands are of Black heritage.

People from ethnic minority backgrounds are 2x more likely to live in a household with no car ownership.

People from ethnic minority communities are more likely to live in areas with poor air quality.

South Asian communities are most affected by traffic collisions.

Only 14.5% of the transport workforce are from non-white backgrounds.

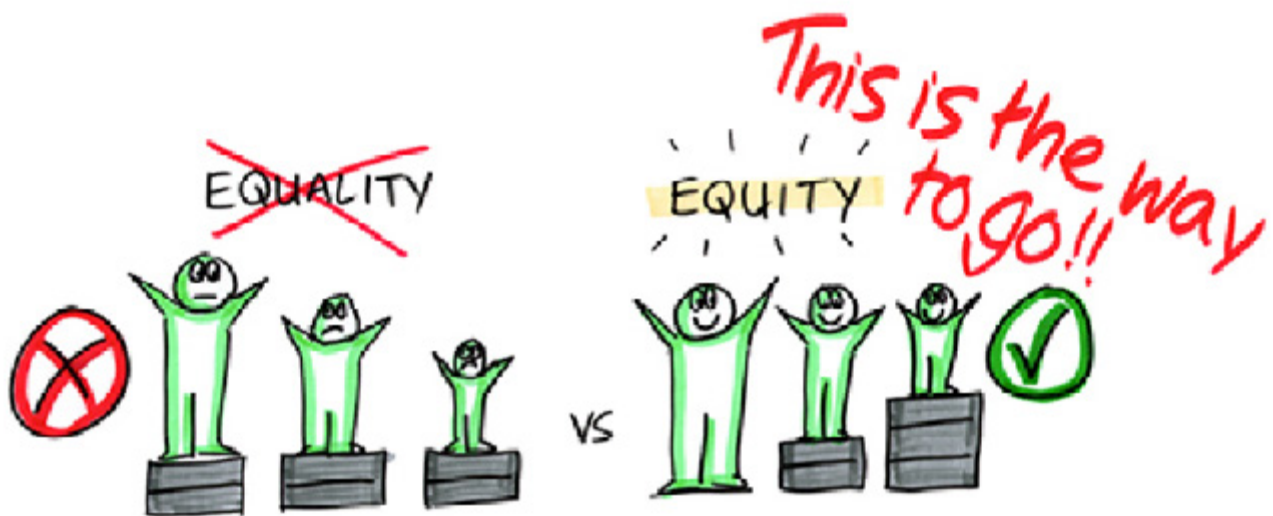
West Midlands has the largest regional difference in internet use between different ethnic groups.



Transport



Remodelling in a way that works for people



Community voices...

This strategy has also been shaped by lived experience.

We held a community listening event that brought 70 people from across the region together to share their views and experiences of jobs, skills, transport and housing in the region. The event aimed to understand the barriers people face and how to improve opportunity for all. It was hosted by Sharon Rai, DE&I Partner, NatWest Group at their Accelerator Hub in Brindley Place, Birmingham, and designed and facilitated by Suzanne Alleyne of the creative strategy and cultural thinking agency Alleyne& CIC.

People were asked to describe what jobs, skills, housing and transport meant to them, what barriers they experienced and what changes could help them to flourish. At the end of the event, participants were asked to vote on the challenge or idea that they would most want to see action towards.

This is what we heard...

JOBS - top priorities for change:

1. Asking “how [can] we value all jobs and roles?” and recognise and value the importance of “cultural and choices, options.”
2. Improve “skills and education” pathways and “advice” through “tackling biases, role models, opportunity to jobs you would have access to” and challenging where young people are “being told they can’t.”
3. “Employers should see what everyone brings to the table”, linked to issues around equality of opportunity and tackling discrimination and bias in the labour market.

SKILLS - top priorities for change:

Voted

3rd
priority
overall

1. Addressing “low expectations from teachers, scarring young people, diverting them from their chosen careers.” This linked to the idea that “education forces people into a box.”
2. Promoting “life-long learning: life skills/ hobbies/ academic etc.” and understand that “skills does not equate to qualifications.” This linked to the idea that “we need individuals with passion.”
3. Tackle a “lack of opportunities within the community to acquire new skills”, for example, by “connecting people to skills and opportunities, travel and money.”

You can read the full report on our Listening Together event online at: <https://www.wmca.org.uk/LTWRET>

HOUSING - top priorities for change:

Voted
1st
priority
overall

1. Recognise the need for “good quality, safe, suitable homes [as a] starting point for good jobs, banks, benefits and health.” Participants asked “what is adequate housing and who decides? A real choice is needed.”

Voted
2nd
priority
overall

2. Address “homelessness - not fair access is sometimes an issue.” In conversation, people spoke about ‘stigma’, ‘discrimination’ and gaining support feeling like a ‘struggle.’

3. Participants talked about a “codesign housing, points system like driving license” as being solutions to tackling ‘discrimination’ and ‘loss of community.’

TRANSPORT - top priorities for change:

- “Safety – poor lighting and racial harassment” emerged as a key priority for change on the transport network.
- People spoke about the need for transport planners and operators to “better engage [people] in their language across diverse communities and listen to them. Information for communities = empowerment.” This linked to a concern that “communities can’t challenge issues’ and ‘travel doesn’t run where people need it to.”
- We were told that “reliability is a big problem across all services” and that change is needed to deliver “public transport that is reliable and affordable.”

Other important themes:

- JOBS and TRANSPORT: participants spoke about the additional challenges that disabled people and those with a disabled family member experience.
- SKILLS: people spoke about there being a “no trust of government” and “broken” systems, and how “communities need to help themselves.”
- HOUSING: people highlighted how Gypsy Roma and Traveller communities face particularly severe “discrimination, inequality, racism, feel[ing] segregated.”
- People described “discrimination” and “racism” across JOBS, SKILLS and HOUSING and “racial harassment” in TRANSPORT.

What do **JOBS** mean to you?



What do **SKILLS** mean to you?



What does HOUSING mean to you?



What does TRANSPORT mean to you?



Our strategy

The Taskforce was set up with a vision that in the West Midlands race, ethnicity and heritage should never be obstacles to having a fair start in life or the opportunity to reach your full potential and flourish. Our strategy sets out how we will try to make that ambition a reality.

What we want to achieve

To make our vision real, change is needed to tackle the race inequalities that 1.3 million people across the West Midlands metropolitan area may face in their day to day lives.

We want to enable, influence and mobilise action to dismantle the obstacles that prevent people from racialised communities from having a fair start in life or the opportunity to reach their full potential.

The Taskforce will focus on finding new ways to address race inequality and improve opportunity through the policy areas where the West Midlands Combined Authority (WMCA) and its partners have most impact.

This means we will concentrate on: **jobs, living standards, skills and education, health and wellbeing, housing and homelessness, transport** and, under the leadership of the West Midlands Police and Crime Commissioner, **criminal justice**.

Our strategy sets out the changes we want to see across each of those ‘thematic’ or ‘policy’ priorities. These ambitions have been shaped by data, insights from our community listening event, the expertise of our independent Taskforce members and support from public service leaders and subject matter experts. We will continue to work with a wide range of people and partners to enable change.

We have also identified three ‘cross cutting priorities’ that are needed to unlock change in a holistic way. These are to: improve **data and evidence** on race inequality, build **leadership diversity** and embed **cultural intelligence** across organisations and decision making.

Finally, our strategy also sets out the ‘guiding principles’ that will help to shape our work. These are to: **value coproduction**, take an **intersectional approach** and **build trust and within our communities**.

Our vision, cross cutting priorities and guiding principles are the golden threads that hold our strategy together. Whether we are looking at jobs or transport, we will need to start by understanding the experiences of racialised communities and then challenge the root causes of race inequality. This is how we will bring about meaningful change on a regional scale.

Our Vision:

IN THE WEST MIDLANDS, RACE, ETHNICITY AND HERITAGE SHOULD NEVER BE OBSTACLES TO HAVING A FAIR START IN LIFE OR THE OPPORTUNITY TO REACH YOUR FULL POTENTIAL AND FLOURISH.

Cross cutting priorities:

Develop more consistent, granular and intersectional data and evidence on race inequalities and deepen our understanding of what works for racialised communities.	Build and diversify leadership capabilities across the West Midlands, so that communities are represented in positions of power and therefore feel more empowered.	Improve cultural intelligence , so decision makers understand and actively think about cultural differences and their actions work for racialised communities.
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Thematic priorities:

Jobs, Living Standards Skills and Education	Create inclusive and equitable jobs, skills and education pathways that support people into meaningful careers and higher living standards.
Health and Wellbeing	Champion culturally intelligent health and wellbeing practices.
Housing and Homelessness	Listen to communities to develop equitable access to housing choices and build homes and neighbourhoods that enable people to flourish.
Transport	Connect lives through a sustainable and accessible transport network.
Criminal Justice	Level the scales of justice and create a fairer criminal justice system that actively considers race and makes every community feel safe.

Principles that guide our work:

Value coproduction. Engage communities in a meaningful way and enable them to coproduce the decisions and services that affect their lives.	Take an intersectional approach to make sure that we actively think about the multiple inequalities many people face and make life fairer for everyone.	Build trust among our communities that tangible action will be taken this time. Encourage the system to trust and invest in communities.
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Who we work with

Race inequality is a complex, deep and longstanding problem in our society. It is everyone's responsibility and everyone will need to play their part in addressing disparities if we are truly going to make the West Midlands a fair place for all.

The Taskforce was set up with partnerships in mind. Bringing people and partners together is central to what the Taskforce is and how we will create change for the West Midlands.

The West Midlands Race Equalities Taskforce

Race Equalities Taskforce

Independent Chair

Yetunde Dania is the Independent Chair of the West Midlands Race Equalities Taskforce. She is a practicing lawyer, partner and head of the Birmingham office at international law firm Trowers and Hamblins LLP and a vocal advocate for diversity and inclusion.

Independent members

Over half of the Taskforce's membership are independent and were appointed through a competitive recruitment exercise. They are 'strategic doers' who have a passion for equality and have experience in bringing about change. They represent different places, communities and sectors across the West Midlands.

Partner representatives

The other members of the Taskforce are senior leaders who have been appointed by public service bodies from across the West Midlands. They provide valuable insights on different priority areas and advice on how changes can be made. Their role is to champion the work of the Taskforce and find ways to deliver on its ambitions within their own organisations.

Taskforce action groups

The Taskforce can then establish thematic action groups with wider membership to drive forward its work on different priorities. Groups include members of the Taskforce's steering group plus 'subject matter experts', whose role is to help shape and deliver on the Taskforce's ambitions.

The Taskforce was set up by, and has the full support of, the Mayor of the West Midlands and the West Midlands Combined Authority Board.

Partners and networks

Partnerships are central to our strategy and how we will enable, influence and mobilise lasting change across the region. We understand that the Taskforce cannot work on its own and that our role is not to create new projects that are separate from existing activity. Instead, we want to work together with public services, business and communities so that everyone is doing more to shift the dial on race inequality.

WORKING WITH PUBLIC SERVICES

The Taskforce has strong links with public services in the region, with half of our membership being senior leaders from public bodies in the region, such as local authorities, the Department of Work and Pensions and the West Midlands Police and Crime Commissioner.

This partnership is essential to how we will ensure our work as a Taskforce adds value to existing activity, responds to local priorities and can connect with opportunities to make a tangible impact.

We will continue to support wider participation across public services and make sure that we add value to existing efforts, learning from and building on what works well.

WORKING WITH COMMUNITIES

The Taskforce is committed to taking a community focused approach. We want to make sure that communities can shape and influence our work - for example, how we have already used what we learned from our community listening event to shape this strategy.

This means that we will:

- Value intersectionality and coproduction and work to build trust (our 3 guiding principles).
- Recognise the strengths in communities and neighbourhoods, rather than seeing people as 'problems.'
- Make sure that engaging with us is a meaningful and positive experience. We will engage with people in a focused way about specific challenges and involve them in shaping solutions.

WORKING WITH BUSINESS

Our ambition is to build partnerships across all sectors to enable change. This includes engaging with and influencing businesses and employers, who have a vital role to play in improving equality of opportunity. We have not started this work yet, however our action plan already highlights where working with business will be key to success.

How we will make a difference

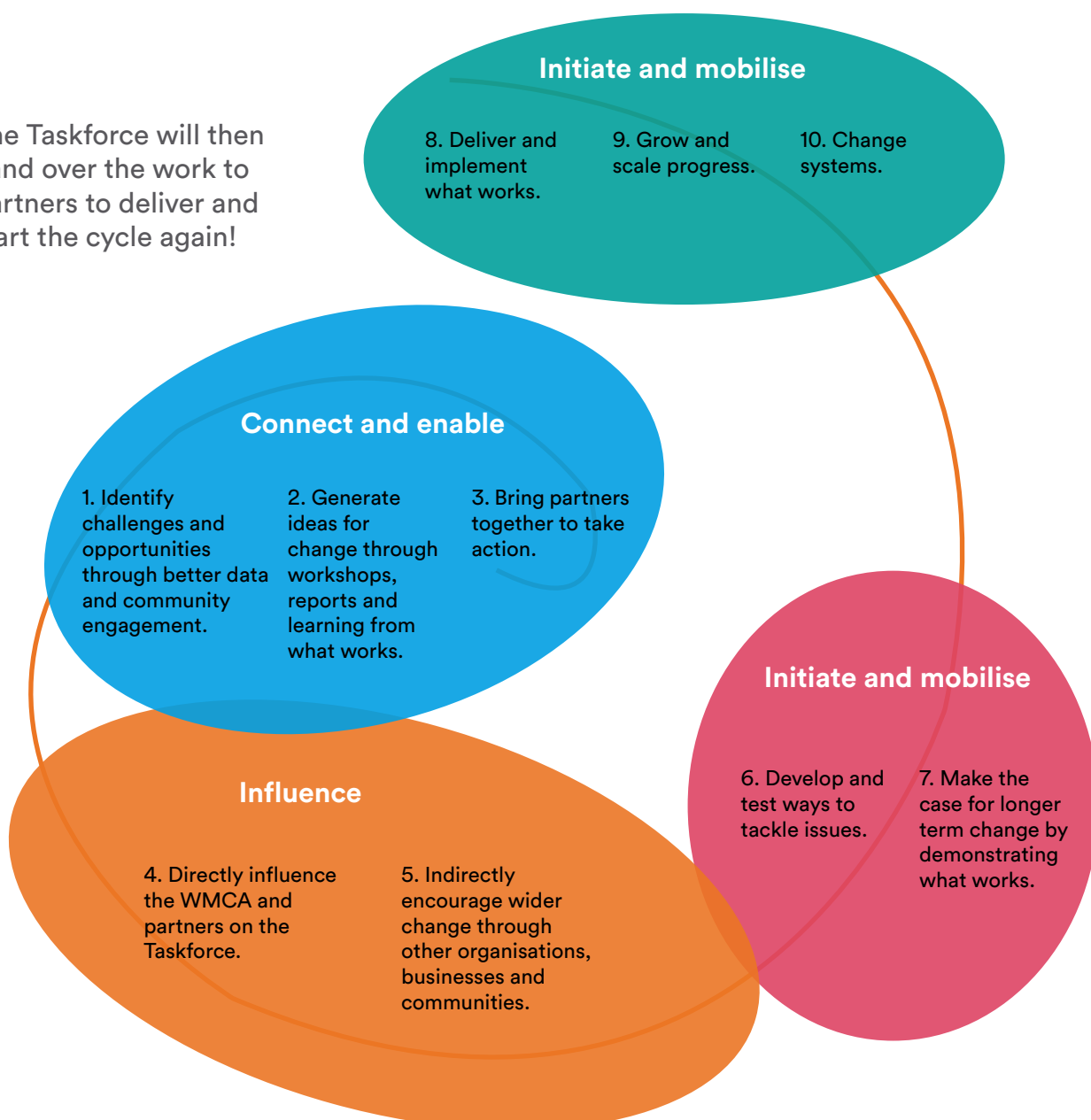
Our aim as a Taskforce is to create lasting change on a regional scale. We want to take action that has the potential to improve opportunities for the 1.3 million across the West Midlands metropolitan area who may experience race inequality.

This shapes the way that we need to work. New projects and funding won't be enough to make a lasting difference, and we cannot hope to make up for all the areas where public services and employers fall short. Instead, we need to challenge and support organisations to improve the way they work, so that everyone is working to address race disparities.

The Taskforce will take a 'social innovation' approach. We will bring together a wide range of partners to learn from each other and find new ways to improve equality of opportunity for all of communities.

Our social innovation spiral:

The Taskforce will then hand over the work to partners to deliver and start the cycle again!





ENABLE AND CONNECT

We will plant the seeds and lay the foundations for systemic change.

We will enable change to happen by building a better understanding of race inequality through more granular data, stronger community engagement and cultural intelligence.

We will connect with a wide range of partners to learn from each other and find new ways to address race inequality.

INFLUENCE

We will inspire and agitate for change, even when we're not in the room.

We will directly influence the WMCA and partners who support the Taskforce to try out new ways to tackle race inequality through their work.

We will also indirectly influence wider change, by encouraging other organisations, businesses and communities to take their own action.

INITIATE AND MOBILISE

We will initiate change by developing and testing different ideas to improve life for racialised communities. We will fail fast, learn quickly and share results.

When we succeed, we will make the case for longer term change and mobilise action by demonstrating what works.

HAND OVER, START AGAIN

We will then hand over our learning on what works back to the system – be that public services, businesses or communities – so that they can deliver, grow, scale and embed the change through their own work.

Finally, we will start again, building on what we have learned and achieved to shift the dial even further.

Our Priorities for Action

The West Midlands Race Equalities Taskforce is focused on making a lasting change on a regional scale. Our priorities for action set out how we will bring our strategy to life.

This section of our strategy sets out the ambitions we have developed for each of our priorities. It explains why race disparities matter in each of those areas, and identifies some key 'priorities for action' that we believe are the right next steps for bringing about change.

Our ideas have been shaped over the past year through our work as a Taskforce, including reviewing data and evidence, holding our community listening event and taking part in a number of workshops with public service leaders and subject matter experts.

We want to continue to build those partnerships, to test out different ideas and learn quickly, so that we can make collective progress to address race disparities and improve opportunity for all. We know that we cannot deliver this strategy alone.

This means that our priorities for action may be updated and changed as we learn, to make sure that we are working on the right challenges with the right people in the right way to deliver on our strategy and vision.

Contents:

- Jobs, living standards, skills and education
- Health and wellbeing
- Housing and homelessness
- Transport
- Criminal justice
- Cross cutting priorities: data, leadership and cultural intelligence



Jobs, Living Standards, Skills and Education

Jobs, skills and education are stepping stones to reaching better standards of living. Meaningful and fairly paid work can give people a sense of pride and a chance to thrive, rather than just survive. However, evidence shows that racialised communities do not have an equal chance to succeed in either education or the workplace.

There are significant gaps between what children from different ethnic groups achieve at school and, on the whole, people from ethnic minority communities are twice as likely to be unemployed than White British people. Data also tells us that there is no shortfall of talent in racialised communities. Second generation Pakistani, Bangladeshi and Black Caribbean people are more likely to be highly educated than their White British counterparts, but are less likely to be employed. This inequality harms people and their families and prevents our region from reaching its full potential.

That is why we believe focus needs to shift beyond measuring qualifications and job statistics and towards removing barriers that prevent people and communities from reaching their potential. We know that many people face invisible barriers to success because of race inequality, and our ambition as the Taskforce is to make those invisible barriers more visible to support systemic change.

The Race Equalities Taskforce has a vision for more culturally intelligent, better connected and people-led education and career opportunities. We want to remove barriers and create inclusive and equitable jobs, skills and education pathways that support people into meaningful careers and higher living standards.

This means working with communities, partners and employers to understand and break down the barriers that exist and help people to grow and fulfil their aspirations.



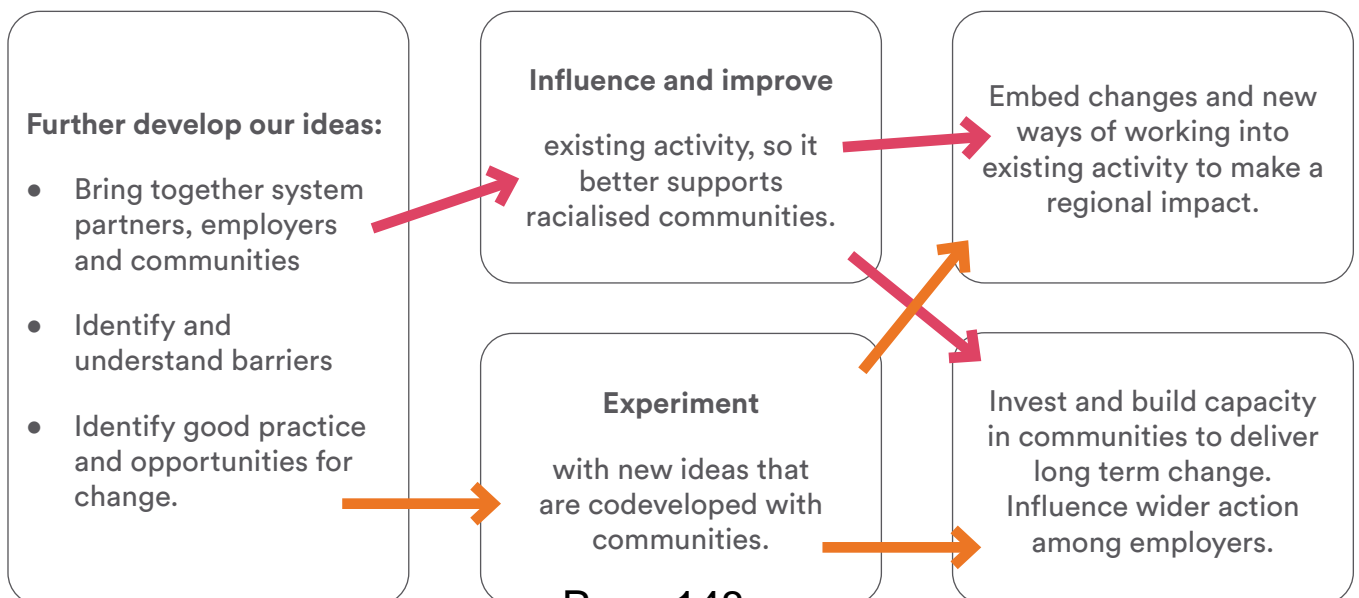
Our ambitions

REMOVE BARRIERS IMPROVE PATHWAYS

Action ideas

- » **Develop targeted pathways** from school to careers that are designed to address the barriers that young people who experience race inequality face. We will explore attainment, employment and labour market data to understand the barriers and then work with partners, schools and young people to identify ways these can be tackled. Our aim is to develop a pathway that can be trialled by the 2023/24 academic year.
- » **Invest in Community Innovation Hubs** as an alternative source of skills support and a delivery vehicle for different Taskforce activities. We will create a task and finish group to shape how we can extend, improve and create new community-based activity. Our aim includes to secure investment into community centres, so that they can better support entrepreneurship and connect local people with opportunities in high growth sectors.
- » **Tackle underemployment** by creating a new task and finish group which will investigate why people from racialised communities are often unable to access the level of work that they are qualified to do, and how this can be addressed. We will work with partners such as Chambers of Commerce, universities and employers to identify how we can collectively remove bias, empower communities and widen choice.
- » **Shape what ‘Good Work’ looks like** by engaging and influencing the West Midlands Combined Authority’s Economic Growth Board as they develop economic policy, including their planned activity to address insecure and low paying work.
- » **Promote cultural intelligence in schools**, by working with Human Resource leads in schools across the region and drawing on good practice, such as the Young Changemakers’ ‘Not So Micro’ campaign for training teachers on microaggressions.

How we will work...



Health and Wellbeing

Race inequalities in health are complex, deeply entrenched and limit people's chances in life.

Although different communities encounter different challenges, evidence shows that people who experience race inequality are more likely to be in poor health and report having poorer experiences of healthcare than White British people. These health inequalities were highlighted by the coronavirus pandemic, which demonstrated the issues and distrust in health services that exist for many racialised communities, as well as how wider inequalities such as jobs and housing interlink.

Race inequalities are visible in health through differences in life expectancy and access to good care. They are widened by a lack of health awareness within communities and driven by a health system that does not fully understand how to respond to cultural difference.

Our aim is to champion a **culturally intelligent health and wellbeing system**. We want to encourage practices that are evidence based, recognise intersectionality and support good practice that meets the needs of our communities.

The Race Equalities Taskforce will help to make change happen by working with communities and health and wellbeing partners. We will focus on supporting action to tackle the intelligence gap - through more granular data, a stronger evidence base and a more culturally competent health system, that can offer racialised communities the right support in a sensitive way.



Our approach and action ideas:

We will focus on areas where the Taskforce and a regional approach can **add value** to existing efforts. Our role will change depending on the type of challenge we want to tackle:

Address disparities in life expectancy & access to care

Engage health partners to understand existing activity and where they could take further action.

Engage with the Local Maternity and Neonatal System to understand their current activity to improve cultural intelligence and **maternal health** care for racialised mothers.

Engage with **Integrated Care Systems** in the West Midlands to audit the consideration of race within their draft Partnership Strategies and support ICS inequalities strategies.

Improve practitioner awareness

Support action to promote cultural intelligence, better data and a stronger evidence of 'what works'.

Commission an evidence review to identify interventional models that address race discrimination trauma in therapeutic **Mental Health** services and establish an evaluation framework for innovation.

Contribute to the Taskforce's cross cutting priorities:

Cultural intelligence: work with 'Birmingham and Lewisham African and Caribbean Health Inequalities Review' programme to develop resources.

Data and evidence: engage with partners to explore the potential for a West Midlands ethnicity data standard which includes all of our communities.

Improve community awareness

Support campaigns and action that will help to improve community literacy in health.

Work with the West Midlands **Mental Health** Commission and other partners to create a tailored campaign for racialised communities.

Support a regional health literacy skills programme to **help racialised communities to navigate the health system**. This will add value to existing action to improve access to primary care.

Support activity to encourage healthier behaviours, such as developing culturally appropriate **health incentives**.

Housing and Homelessness

Safe, secure and affordable housing is a basic need for everyone. It provides a foundation from which people can build their lives, travel to work and visit their friends. Housing should meet the health and cultural needs of its occupants and offer people a place to call home.

Too many communities across the West Midlands experience race inequality in housing and find that housing provision fails to meet their needs.

For example, race inequality in housing significantly impacts people's chances in life, such as how people from Black and Pakistani heritage are 4 times more likely to live in deprived neighbourhoods compared to White British people.

The housing aspirations of racialised communities are also not fully understood, valued or prioritised by the 'system.' There is a significant shortfall in larger social homes, which contributes to the figure of ethnic minority communities being 5 times more likely to live in overcrowded households.

Meanwhile, the current focus on increasing home ownership risks leaving racialised communities further behind, because ethnic minority communities are 18 percentage points less likely to own their own home than White British people (50%, 68%).

The Race Equalities Taskforce has an ambition to listen to communities to develop equitable housing choices and build homes and neighbourhoods that enable people to flourish.

We want to shift the focus onto improving housing choices for all. This means developing a more intersectional, accessible and affordable offer. It means increasing diversity in the housing sector and becoming more culturally intelligent, better joined up and flexible to local needs.



“One of the loudest messages at our community listening event was that people have a really consistent understanding of what housing should be - safety, security, sanctuary - but we just accept that it isn’t the way. That is something that the Taskforce have taken away and want to challenge...” *West Midlands Race Equalities Taskforce*

UNDERSTAND INEQUALITY, COMMUNITY ASPIRATIONS AND BARRIERS TO HOUSING CHOICES

- » **Develop a culturally sensitive resource** that can help racialised communities to navigate housing choices. We will begin by working with partners, reviewing data and listening to communities to understand people’s aims and experiences of housing options and how these can be improved.
- » **Explore the value of regional guidance on social housing allocations.** Informed by the above, we will explore the potential of developing region-wide guidance on housing allocations that actively considers race disparities. The regional approach offers the opportunity to convene housing associations who work on a bigger footprint, and support communities across council boundaries.
- » **Explore the impact of race inequalities in homelessness** by launching a joint task and finish group with the WMCA Homelessness Taskforce.

TACKLE THE ROOT CAUSES OF HOUSING INEQUALITY, INCLUDING LACK OF PROVISION

- » **Identify opportunities to increase the supply of homes that meet the needs of racialised communities.** We will work with the partners across the West Midlands to identify...
 - Opportunities to develop or target affordability schemes to racialised communities.
 - Early adopters to help us make change, for example working with developers who are focused on racialised communities.
- » **Explore the potential to use the West Midlands Design Charter to actively address race inequality.**
- » **Identify and leverage other opportunities to take action on race disparities in housing.** For example:
 - Work with the WMCA’s retrofit team to identify how to target engagement and support for Bangladeshi and Pakistani households.
 - Work with the WMCA’s environment team to support Black communities to engage with the Green Grants scheme.

Transport

Transport literally connects us to the opportunities we need to thrive. A reliable, affordable, safe and accessible public transport network can give everyone a chance to participate in social, cultural and leisure activities. Similarly, investing in good quality walking and cycling routes can help people to stay fit and healthy at the same time as improving the environment around us.

However, racialised communities face multiple barriers to getting around and experience the negative impacts of how transport currently works.

Evidence shows that people from ethnic minority communities are less likely than White British people to live in a house with car ownership but are more likely to live in areas with high air pollution. People from racialised communities are also more likely to be reliant on public transport and yet many feel unsafe on the network, as well as finding it unreliable.

The Race Equalities Taskforce has a vision of better transport for everyone. We want to help connect lives through a sustainable and accessible transport network.

This means working with communities to find new ways to improve how we can all get around the West Midlands. We want to influence a shift towards lower car use and better access to public and active transport, that gives everyone a fair chance to get to work, education, good homes and green space.



OUR BIG IDEA:

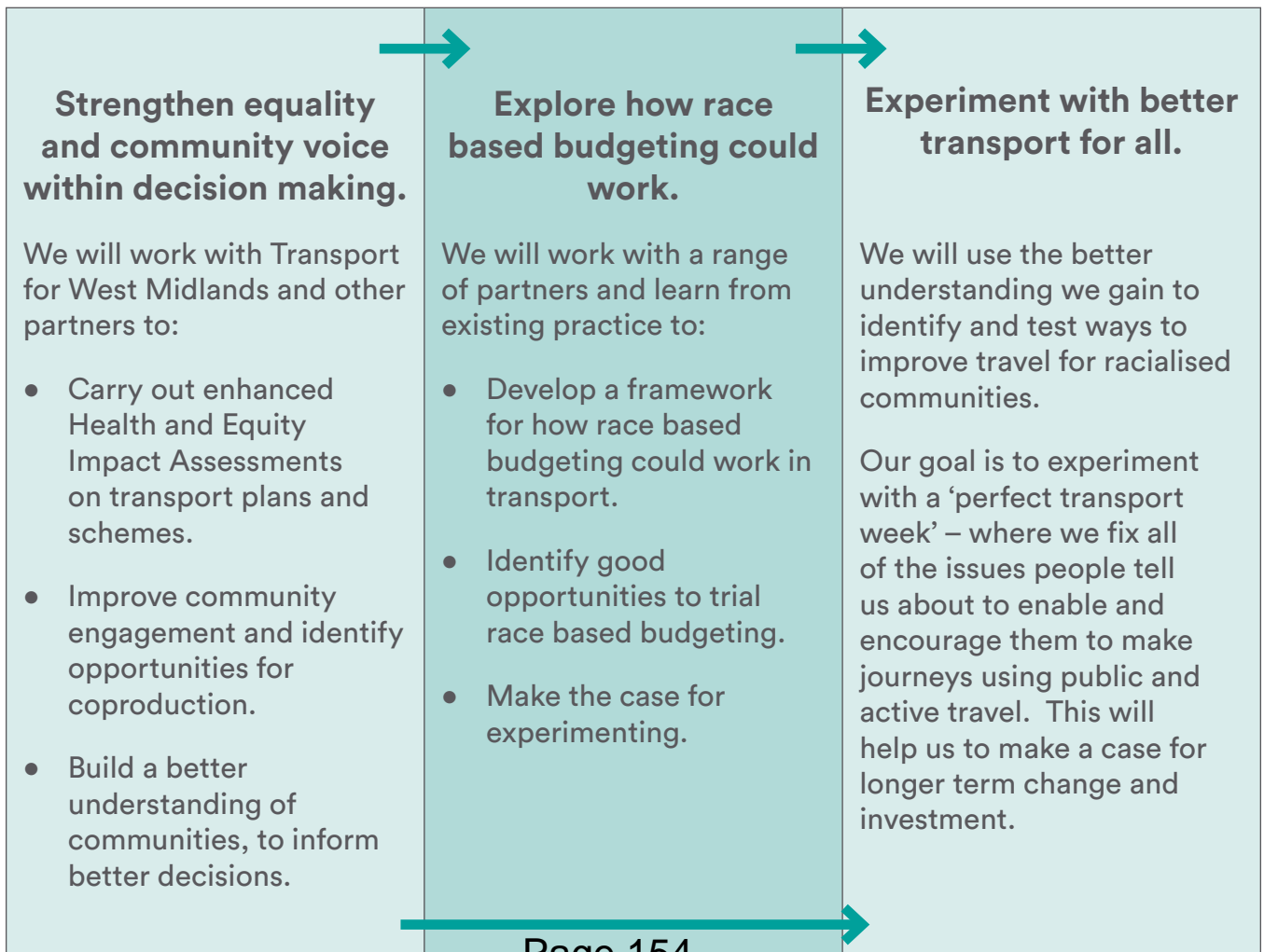
We will explore the potential of and make the case for trialling race based budgeting within transport.

Our ambition is to make the West Midlands the first region in the UK to build race equity based budgeting into its decision making processes.

Race based budgeting can work in different ways, from looking at a whole public service to focusing on a particular project or programme. However, the main idea is to really make sure that money is spent on solving the biggest challenges that racialised and other disadvantaged communities face.

It is an innovative approach that can help to tackle race inequality at the same time as making sure that funding is used effectively.

This will be underpinned by other activity to...



Criminal Justice

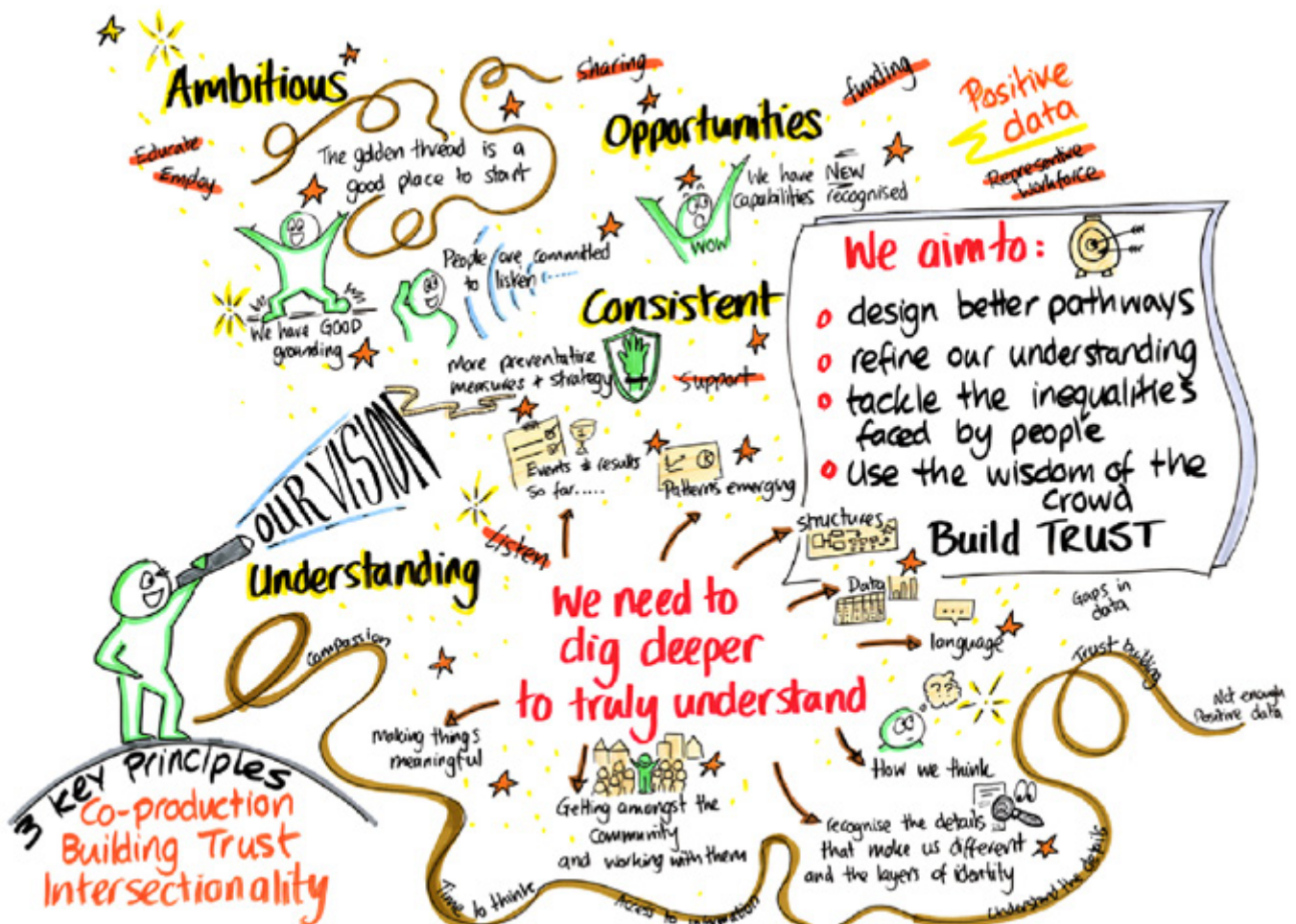
It is well evidenced that racialised communities, particularly people of Black heritage, face injustice within the criminal justice system.

Black people are 3 times more likely to be arrested by white people in the West Midlands and, in our youth justice system, children from ethnic minority communities were less than half as likely to be dealt with pre-court than white children (30%, 70%). Evidence shows people from racialised communities are also more likely to be victims of some crimes.

Recognising these inequalities, the National Police Chief's Council have launched a race action plan that sets out their vision for a police service that is anti-racist and trusted by Black people. Their report states that 'although much has been done over the years to tackle racism, discrimination and bias in policing, change has not been fast enough or significant enough.'

We agree and want to help make that vision real for racialised communities in the West Midlands. Our aim as the Race Equalities Taskforce is to **level the scales of justice to create a fairer criminal justice system that actively considers race, is culturally intelligent, and where every community feels safe and supported.**

This means working together with communities and partners across the wider criminal justice system to drive a shift from inertia and towards collective responsibility and action.



Aims and action ideas

The Race Equalities Taskforce’s criminal justice activity will be led by the **West Midlands Office of the Police and Crime Commissioner (OPCC)**, to ensure that we connect with the right partners and add value to existing work. Our action will contribute to two of the strands within the **West Midlands Police (WMP) Fairness and Belonging Plan**.

Strand: better understand and build stronger relations with communities	
Strengthen Equality Impact Assessments with community voice	We will trial action to strengthen Equality Impact Assessments (EA) by engaging with communities throughout the design and delivery of ideas. This could include strengthening existing activity, such as the Violence Reduction Partnership’s Youth Assembly, or trialling a citizen panel to review an EA for a major project.
Help to build trust in the justice system	We will work with OPCC and WMP to review, strengthen and constructively support their approach for increasing racialised communities’ trust and confidence in the justice system.
Strand: work with partners to understand and tackle disparities	
Track and tackle disproportionality in youth justice	We will support WMP and OPCC to work with young offending teams to understand if the breakdown of first time entrants into the youth justice system by ethnicity and race, to identify where action is needed to tackle disproportionality.
Improve data sharing to drive action	WMP and OPCC will convene partners across the criminal justice system for a half day data summit to understand current activity to identify and measure race disproportionality, and how data gaps can be addressed.
Implement race recommendations	We need to constantly monitor efforts to implement existing recommendations to tackle race inequality and actively identify where more work is needed.
Prevent race related hate crime	We will look to improve the prevention of and early intervention in response to race related hate crime, by working with WMP and OPCC to develop an evidence based approach that current activity can be mapped against.
Target efforts to reduce re-offending	We will work with criminal justice partners to better understand patterns of re-offending and identify ways to improve the uptake of intervention support among racialised communities.

Cross cutting priorities: data, leadership and cultural intelligence

Our population in the West Midlands is incredibly diverse. Around 45 percent of people living in the metropolitan area identify as being of an ethnic minority heritage and this proportion is expected to grow.

Given this, it is essential that every leader and organisation across the West Midlands does more to truly understand and respond to the priorities of their ethnic minority customers and communities.

Everything we do as a Taskforce aims to support that goal. We want to enable, influence and mobilise a wide range of partners, across all sectors and communities, to take action that will address race inequality and improve opportunity for all.

We believe that a holistic approach is needed to enable change. This means looking beyond individual issues such as jobs, health, housing, transport and criminal justice - to understand the root causes of race inequality and how different challenges overlap. After all, this is how racialised communities experience inequality in their day to day lives.

This has led us to identifying our 'golden threads' - the cross cutting priorities that we think are key to addressing race inequality in the West Midlands, in whatever form it takes...



#1

Developing more consistent, granular and intersectional data on race inequalities and deepen our understanding of what works for racialised communities.

#2

Diversifying leadership capabilities across the West Midlands, so that communities are represented in power and therefore feel more empowered.

#3

Building cultural intelligence, by improving the ability of decision makers to understand and actively think about cultural difference, so that their decisions and activity work for racialised communities.



Priorities for action

DATA AND EVIDENCE

The challenge:

The independent baseline report produced by The Equal Group found that: “Currently, ethnicity data related to the various policy areas is not consistent across local authorities and other stakeholders. Similarly, access to the data is not consistent, particularly when it comes to equality, diversity and inclusion (EDI).”

Action:

Engage with, convene and learn from a range of local, regional and national partners to work towards improving ethnicity data in our region. This includes a specific aim to explore the potential of a ‘West Midlands ethnicity data standard’, that could help to develop more granular and consistent insights.

LEADERSHIP DIVERSITY

The challenge:

In 2018, the West Midlands Leadership Commission published a report that evidenced a significant ‘diversity gap’ at senior levels. However, 5 years on and despite good activity and a growing appetite for change, the makeup of leadership across the West Midlands has not significantly changed.

Actions:

The Taskforce will drive forward activity to support people from underrepresented groups to reach leadership positions, and work towards setting targets for achieving leadership diversity for the West Midlands. Our first step will be to support a series of roundtables to identify next steps from the Leadership Commission’s activity.

CULTURAL INTELLIGENCE

The challenge:

The Birmingham and Lewisham African and Caribbean Health Inequalities Review (BLACHIR) identified the need to equip decision makers with ‘the ability and skills to go into new environments with confidence, and to make informed judgments based on observations and evidence to relate and work effectively with people from different cultural backgrounds.’

Actions:

The Taskforce will work with the BLACHIR programme to help to develop resources that will support cultural competency for different ethnic communities.

The Taskforce will engage with a wide range of partners to promote and enable greater cultural intelligence, particularly among decision makers.

Next steps: taking action together

We are determined to bring our strategy to life and know that we cannot do this alone. This is a call to action for the whole West Midlands.

Race inequalities are obstacles to having a fair start in life and can make it more difficult for people to reach their full potential and flourish. These disparities matter in a very personal way to those who do not have an equal chance to succeed and mean that we cannot unlock the potential of our region as a whole.

The Taskforce was launched by the West Midlands Combined Authority (WMCA) Board to bring about lasting change on a regional scale.

This strategy set out our plans for how we will find new ways to tackle race inequality and improve opportunity over the next 5 years. It outlines the priorities we will focus on, the partnerships we need to build and the action we want to enable, influence and mobilise.

We have not developed this strategy in isolation and we cannot make it real on our own. Addressing race inequality across the West Midlands is an incredibly huge, important and urgent ambition and we need to move forward together to make a meaningful difference.

Moving forwards...

- **We will focus on impact:** this strategy set out the changes and action that we want to see across the West Midlands. We will work quickly and regularly track our progress to make sure that the Taskforce is working on the right challenges with the right people in the right way to deliver on our strategy.
- **The good news is that work has already started:** over the last year the Taskforce has already built strong partnerships and secured real commitments to action. And, we are neither the first nor only group to be driving forward change. Across the region, communities, activists, businesses, public services and countless others are already leading fantastic work to address discrimination and improve opportunity for all.
- **Our call to action:** we are calling on public services, businesses and communities to share what good practice is already happening and improve the way they work so that everyone is doing more to tackle race inequality across our region. Our ask is to work together, go further and move faster to drive forward real change by, for and with racialised communities in the West Midlands.

Please read, share and respond to our strategy, and help us to make a real difference for our region and communities.

Get in touch: raceequalitytaskforce@wmca.org.uk

Thank you to...

We would like to recognise and thank everyone who has contributed to our strategy and committed to helping us deliver on our action plan.

The independent members of the Taskforce:

- (Chair) [Yetunde Dania](#), Trowers and Hamlins LLP
- [Alex Cole](#), Founder and CEO, TIN Ventures Ltd
- [Annum Mahmood](#), Youth Futures Foundation
- [Arthur Tsang](#), Bourneville Village Trust
- [Cleo Stewart](#), Cleo Stewart Legal Services (CSLS) Legal Consultant
- [Daniel Cash](#), Aston University Law School
- [Denise Myers](#), Evenfields Careers
- Bishop [Desmond Jadoo](#), Community Leader
- [Hannah Buckley](#), Strategic Leader in Housing
- [Honey Ajuwon](#), NatWest Markets
- [Josh Smith](#), Inspire Education Trust
- [Julie Blake](#), Research Impact Officer and Teacher
- [Kiran Trehan](#), West Midlands Leadership Commission
- [Manny Sandhu](#), West Midlands Employers
- [Mary Osuagwu](#), Construction Project Manager
- [Melvin Riley](#), Activist and Diana Award Changemaker
- [Ridhi Kalaria](#), Sustainability and Social Justice Programme Manager
- [Shakeil Hemmings](#), Prison Reform Project Lead
- [Shani Dhanda](#), Disability Inclusion Specialist and Social Entrepreneur

The partner representatives on the Taskforce:

- [Alethea Fuller](#), West Midlands Office of the Police and Crime Commissioner
- [Alex Shapland](#), West Midlands Fire Service
- [Allison Duggal](#), Coventry City Council
- [Darren Ralph](#), West Midlands Police
- [Emma Taylor](#), Sandwell Children's Trust
- [Irena Hergottova](#), Walsall Council
- [Jin Takhar](#), City of Wolverhampton Council
- [Dr Justin Varney](#), Birmingham City Council
- [Kiran Trehan](#), York University and West Midlands Leadership Commission
- [Mark Taylor](#), City of Wolverhampton Council
- [Mary Morrissey](#), Solihull Council
- [Michelle Ugwueze](#), West Midlands Police
- [Mohammed Ahsan](#), Department of Work and Pensions
- [Philippa Venables](#), Walsall Council
- [Rafika Daglas](#), Department of Work and Pensions
- [Sue Harrison](#), Birmingham City Council

And the fantastic subject matter experts from partners across the region, who have and will continue to play a vital role in developing and delivering Taskforce activity.

Public bodies represented on the Taskforce and who have nominated subject matter experts to support Taskforce activity:

- Birmingham City Council
- Coventry City Council
- City of Wolverhampton Council
- Department of Work and Pensions
- Dudley Council
- Sandwell Council
- Sandwell Children's Trust
- Solihull Council
- Walsall Council
- West Midlands Combined Authority
- West Midlands Fire and Rescue Service
- West Midlands Police
- Mayor of the West Midlands
- West Midlands Police and Crime Commissioner

Those who facilitated and participated in our community listening event:

- Alleyne& CIC
- NatWest Group
- 70+ participants

The Mayor of the West Midlands, Andy Street, and the West Midlands Combined Authority Board for establishing this Taskforce and empowering us to make a difference through their activity.

The project team, who have supported the Taskforce's work: Ed Cox, Claire Dhami, Lucy Gosling, Madiyha Ghafoor and Sukhdeep Nijjar (WMCA), and Dan Farag (The Young Foundation).

Carrie Lewis, @NewPossibilities, live scribe and designer.

Messages of support...

“ Race, ethnicity and heritage should not prevent people from fulfilling their potential. However, this is the stark reality for many and that is why the Taskforce exists. Our ambition is to make the West Midlands a national leader in addressing race inequality and we know that we cannot do this alone.

This strategy is our call to action for every leader, business, public body, voluntary organisation and community. We want to hear about how you are already making positive changes and working together to find new ways to address persistent issues to eradicate racial inequalities. And, although tackling systemic racism will be a regional effort, everyone, whether they are in a position of power or not, has a responsibility to take action to drive lasting change for the better.

I believe each and every one of us has a duty to leave the world in a better place. So let's collaborate and learn from each other to bring about the change which will undoubtedly make our region better for everyone. ”

Yetunde Dania,

Partner at Trowers and Hamlins LLP and Independent Chair of the West Midlands Race Equalities Taskforce

“ The Race Equalities Taskforce is an important initiative both for our organisation and indeed for the West Midlands as a whole. I'm grateful for the Taskforce's efforts in developing this thoughtful and ambitious strategy which we must translate into action for communities right across our region. Change can be challenging and race inequality is a far from straightforward matter to address as there are genuine disparities to solve. What is clear, however, is that the greatest risk now is inaction. Working together, we must demonstrate our commitment and deliver tangible outcomes so that everyone can reach their full potential. ”

Andy Street,

Mayor of the West Midlands

“ I am incredibly proud of our diverse communities in Sandwell and across the West Midlands. Every day people do amazing things to improve the lives of their neighbours and local places. Too often, however, these achievements are in spite of inequality. Our role as political leaders is to represent our communities. This has to mean taking a stand against the inequalities and injustice that make life more difficult for many, including those who experience race disparities. That is why I welcome this report from the Taskforce and will continue to champion their work across our region. ”

Councillor Kerrie Carmichael,

Leader of Sandwell Council and WMCA Portfolio Lead Member for Inclusive Communities

“ Race equality and outright discrimination are longstanding challenges that need to be tackled with urgency. We are already taking significant action to ensure that the principles of anti-racism and equality are a top priority for West Midlands Police. I welcome this report and our role in leading on the Taskforce’s criminal justice activity, which we will continue into the future. Our next step will be to bring together partners from across the criminal justice system to identify where we can all do more to ensure that our work is actively and avowedly anti-racist. ”

Alethea Fuller,

Deputy Chief Executive of the Office of the Police and Crime Commissioner for the West Midlands and member of the West Midlands Race Equality Taskforce

“ As a social entrepreneur, I understand that solving problems often means disrupting the way things currently work. I have seen first-hand the impact of systemic bias on the lives of people across our region who have been unable to overcome challenges such as digital and fuel poverty or benefit from inclusive employability pathways. Race inequality will not be easy to ‘fix.’ However, the Taskforce cannot and will not be afraid to facilitate and champion the uncomfortable conversations that are required to make real and sustainable change happen for those in the West Midlands that need it most. ”

Alex Cole,

Independent Member of the West Midlands Race Equalities Taskforce

“ Our aim as a Taskforce is to support and challenge every organisation to build equity into their business as usual. We want to develop a stable evidence base on race inequality and use it to make truly informed decisions. However that evidence base must come from the communities themselves in order to create lasting impact. Over the last year, I have led the development of the Taskforce’s activity on transport – looking at independent evidence, listening to communities and working alongside some fantastic transport professionals. We know that there are clear race disparities. This strategy sets out the steps we will take to help to bring about a sustainable transport network that is designed for communities and helps people to connect to opportunities and live their lives. ”

Ridhi Kalaria,

Independent Member of the West Midlands Race Equalities Taskforce

“ While the world is fast changing and full of complex problems, one area which I fear will not see the same pace of change is inclusion. The race inequalities evident today will continue across generations to come unless we take action now. Delivering impactful change through collaboration with the right people who have the same values, drive and ambition is possible. We have seen great achievements through regional collaboration – so let’s apply this to race inequalities too. Our strategy sets out the Taskforce’s next steps for bringing forward that real change. ”

Manny Sandhu,

Independent Member of the West Midlands Race Equalities Taskforce



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WMCA Board

Date	17 March 2023
Report title	Transport for West Midlands Capital Pressures
Portfolio Leads	Transport - Councillor Ian Ward Finance - Councillor Bob Sleigh
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.ahoaf@wmca.org.uk
Accountable Employees	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk Linda Horne, Executive Director of Finance & Business Hub email: linda.horne@wmca.org.uk
The issues covered within this report have been considered by	Mayor & Portfolio Leads Liaison - 3 March 2023 Strategic Leadership Team Strategic Transport Board Strategic Transport Officers Group

Recommendation(s) for action or decision:

- i. Note the submission of the CRSTS change control documentation to DfT as per the December 2022 WMCA Board Report.
- ii. Note the updated position on the TfWM Capital Pressures.
- iii. Note the intention to return to WMCA Board in June with an update on the overall capital programme budget pressure solutions with an appropriately balanced programme.
- iv. Approve the approach towards integrating into the CRSTS programme the expected net deficit of £53.4m, where this funding is urgently needed for projects to continue in the delivery stage.

- v. Delegate to the Section 151 officer, the power to amend budgets totalling (gross) £75.7m subject to adequate assurances concerning value for money, commercial challenge, technical challenge and the relevant 3rd party consents being in place (as detailed in financial comments).
- vi. Approve that as part of on-going management of adverse cost pressures the following schemes from the main TfWM delivered CRSTS programme are de-scoped to partly alleviate pressure against the overall programme; Rail Development (£2m), and Bus Retrofit (£2m) and note ongoing work to look at further items to de-scope in consultation with Local Authorities.
- vii. Approve the decision to continue spending £38m (from the approved budget) on the Birmingham Eastside Metro extension scheme at risk, in lieu of a funding solution being identified given the early indications around cost escalation; noting that the cost pressure will need to be met from the CRSTS programme if an alternative funding solution cannot be found.
- viii. Approve the release of further funds of £2m from the Birmingham Eastside Metro budget to allow continuation of works to Clayton Hotel pending receipt and approval of Target Cost 2 (noting that this will support early generation of revenue to support the metro programme funding model).
- ix. Note the additional risks being carried by WMCA with respect to WBHE Phase 2 and Metro Lifecycle.

1. Purpose

- 1.1 To provide the Board with an update on the transport capital programme further to the report on cost pressures considered by the Board in December 2022.

2. Background

- 2.1 Transport and construction projects have been facing extraordinary cost inflation pressures as a result of various national and international pressures as advised to the Board previously. Additionally the West Midlands transport capital programme has been subject to a number of specific delivery pressures and scope changes requested by partners, again as advised to the Board previously.
- 2.2 Consequently, there is a need to accommodate additional cost pressures within the region's CRSTS programme, which is the only significant funding source for Transport which is not already fully committed. As part of this previously the Board has agreed to seek approval from DfT to accommodate these cost pressures in CRSTS. These relate to projects displaced from the Transforming Cities Fund programme and to support the emerging cost pressures on Rail Packages 1 & 2.

2.3 The details within this report refer to the 'soft contingency' arrangements agreed by Board in January 2022 and March 2022. There is no traditional 'contingency line' within the £1.050bn CRSTS programme as both DfT and Leaders requested that the full £1.050bn was allocated to named schemes. The concept of a soft contingency refers to the fact these allocations are all 'provisional' until formal approval via the WMCA delegated structures and Single Assurance Framework. The concept of 'provisional' commitments therefore introduces a degree of flexibility and discretion over what funding is actually committed to by WMCA Board. The soft contingency is explained in more detail within the report but was essentially designed to manage and contain unforeseen variations between the CRSTS baseline business case and actual delivery.

3. CRSTS Change Control

3.1 In line with December Board approval a change control application has now been made to DfT to accommodate the above schemes in programme. TfWM have responded to a number of follow-up questions and we are now awaiting the formal response, which if available in time for the March WMCA Board will be verbally reported.

3.2 The full impact of the changes alongside the other financial matters in this report will be addressed as part of a substantive CRSTS annual progress report to the Board which is planned for the June Board meeting.

4. Newly Awarded Funding for Transport Pressures

4.1 WMCA have been successful in obtaining some new capital funding from a government department, £13.6m of which has relieved immediate pressures raised at December WMCA Board. These funds will also remove an additional **£8.3m** of capital pressures from the latest position, further reducing down the overall exposure. This additional element of funding 'flexibility' is incorporated in the overall summary in Appendix 2 [Private]. Whilst the funding conditions have been received, the precise details concerning the funding are strictly embargoed as at 6 March 2023.

5. Updated TfWM Capital Pressures

5.1 The report to December WMCA Board summarised the overall WMCA budget pressure range as being between £171.4m and £85.9m. Following a review with project teams based on latest information, the substantive budget pressure has been assessed at **£125.7m**. The drivers for the cost increases were reported to the Board in December and remain unchanged and the move from December to March is documented in Appendix 1 [Private].

5.2 The latest budget pressure assessment of £125.7m includes £17.4m for the reinstatement of the displaced TCF project (following the diversion of Transforming Cities Funding, as approved in December) and an indicative estimate of £50m for the Birmingham Eastside Metro. With respect to the latter, WMCA are awaiting details of the precise value to emerge through the work to finalise the Target Cost 2 and this cost pressure should be considered as a formal early warning at this stage. It is recommended that more precise details concerning this potential pressure are reported to the June WMCA Board once WMCA have had formal notification of the likely cost pressure from the Midland Metro Alliance and have validated and verified its accuracy. More specific considerations around this scheme are included in Section 7.

- 5.3 Excluding the **£50m** early warning for Birmingham Eastside, there remains a gross cost pressure of **£75.7m**. This represents the gross value of budget pressures for which an urgent solution is required.
- 5.4 Following the award of the [embargoed] funding in January 2023, as detailed above, the gross urgent cost pressure of **£75.7m** can be reduced by **£8.3m** to **£67.4m**.
- 5.5 In order to further reduce the extent of the deficit, a number of TfWM CRSTS projects are to be put forward to be immediately de-prioritised from the main CRSTS programme and will release in total £4m. The release of these schemes from the programme **does not conclude the review into TfWM transport schemes which may need to make way to accommodate underspends**, with more work being required in this area in consultation with Local Authorities (and across the wider programme) to be considered by Board in June 2023. The schemes initially being de-prioritised are:

- Rail Development **£2m** of a total £3m original allocation
- Bus Retrofit **£2m** of a total £3m original allocation

Incorporation of these two projects into the funding pressure solution further reduces the gap from £67.4m to **£63.4m**. The remaining allocations to the new stations programmes will still enable some development work of new stations to identify those warranting a more detailed business case to support delivery in the next capital funding period.

- 5.6 Additionally, and yet to be formally confirmed (but considered highly likely to materialise), there is an opportunity to secure a **c.£10m** off-set to the costs of delivering the cEMV Broker project. This project currently has OBC level approval and is moving into an early deliverable and mobilisation stage. It will enable travellers to use their contactless debit cards across all public transport modes whilst receiving a guarantee of only paying the lowest and best value fare. Whilst the £18m budget in CRSTS cannot be reduced, it is expected that third party contributions of c£10m towards costs can be secured by the end of 2023.
- 5.7 In light of the factors above, the net residual remaining cost pressure for items which require solving urgently totals **£53.4m** and will allow the following schemes to progress:
- Metro traction power.
 - Wednesbury Metro Depot.
 - Rail Camp Hill Line Stations (Package 2).
 - Rail Walsall to Wolverhampton (Package 1).
 - Displaced TCF project activity.
 - Wednesbury to Brieley Hill Metro Phase 1.
- 5.8 The above details are summarised in Appendix 2 [Private].

6. Funding Strategy for Remaining Cost Pressure

- 6.1 As detailed above, the net residual funding pressure which needs identifying urgently totals **£53.4m**. The CRSTS programme is a finite pot and at present, there are no firm assurances about its successor from 2027 onwards. As such, it is prudent financial practice to ensure the programme does not exceed the resources available.
- 6.2 At this early stage of the programme however, there are a significant number of unknown factors regarding the ability of all stakeholders (including TfWM) to bring forward a wide range of complex public infrastructure projects before the fund deadline of 2027. As its nearest comparator, the Investment Programme recently achieved a spend of £500m seven years after it was initially established. Furthermore, whilst the full programme is indicatively allocated to schemes, the total value of uncommitted CRSTS at this point totals over half the programme value at £576m.
- 6.3 In light of the above, it is recommended that the **net £53.4m** pressure is approved for incorporation into the CRSTS programme at this point as a formal pressure on the soft-contingency mechanism. Approval is sought for the Section 151 Officer to be authorised to amend the gross project budgets listed in paragraph 5.7 subject to adequate assurances concerning value for money, commercial challenge, technical challenge and the relevant 3rd party consents (e.g. DfT) being in place.
- 6.4 The budget pressure will be managed against the CRSTS soft contingency mechanism which was agreed by the Board in January 2022 and reaffirmed in March 2022. This mechanism addresses the issue that the CRSTS fund has no formal contingency budget (in-line with DfT requirements) and that the full £1.05bn CRSTS grant is fully allocated in principle to indicative scheme allocations. The mechanism means that in practice the CRSTS programme financial resilience will be managed through the operation of a broad 'soft-contingency' policy across the programme. This means that ALL Final Business Case approval is subject to programme affordability. This will be implemented so that:
- Up to the end of year three of the programme no Full Business Case will be approved if the total hard contractual programme commitments would reduce the uncommitted programme value to below £100m (after the whole programme life TCF, Local Network Improvement Plan and highway maintenance allocations have been accounted for); and
 - During years four and five of the CRSTS programme Full Business Cases will only be approved beyond the £100m soft-contingency threshold on the basis of a formal programme risk analysis. This will be informed by recommendations from the WMCA Finance Directors group and approved through the WMCA SAF governance. This will adopt the principles of a tapering down of the soft contingency sum from £100m towards zero in a way that will ensure the full programme allocation can be spent within the programme delivery period.

- 6.5 The above recommendation remains prudent on the basis of the fact that firm commitments against the CRSTS fund are well below the £1.05bn grant value. In addition, between the March and June WMCA Boards, Transport Officers will undertake a more thorough assessment of the projects which may be able to be re-prioritised from the main programme. Additional mitigations to cost pressures through value engineering schemes, scope reduction and seeking additional new funding will continue to be pursued.
- 6.6 In order to ensure that the overall 5 year programme deliverability remains on track it is proposed that all projects in the CRSTS programme are able to progress if appropriate through to OBC level development. At this point confidence in deliverability, project programme, stakeholder and public acceptability and full delivery costs can be better assured, building the overall delivery confidence in the CRSTS programme.

7. Birmingham Eastside Extension

- 7.1 With respect to the Birmingham Eastside Metro Extension (BEE), the budget of £227m was developed and approved in 2019. Since this point, the construction industry has been exposed to numerous pressures effecting the price and availability of both labour and materials; with the impact being felt across WMCA Transport schemes and public infrastructure schemes nationally.
- 7.2 This report indicates the magnitude of the cost pressure against the BEE project could be in the region of £50m. This is purely an indicative estimate at this stage and WMCA await the receipt of the latest cost estimate from the Midland Metro Alliance; following thorough independent reviews of designs, labour / material prices, risks, latest schedules and interfaces with the HS2 Curzon Station works.
- 7.3 The value of authorised spend against the overall budget totals £131m with spend to date totalling £117m, mostly funded from a project specific DfT grant.
- 7.4 Whilst WMCA are not at this stage able to confirm the precise value of the cost pressure, there are clear indications that the project is unlikely to be delivered within budget. However, in order to avoid the project exceeding its financial authority, approval is requested within this report to release a further £38m (total being £169m) from the £227m budget in order to allow the scheme to continue to be developed and delivered whilst the overall cost pressure detail and solutions are developed. This includes an additional provision to enable earlier opening to Moor Street more specifically described in paragraphs 7.8-7.9 below.
- 7.5 It should be noted, it is highly likely that most or all of the cost pressure solution will need to be found from the CRSTS programme if new sources of grant are not identified in the interim.

- 7.6 Explicit approval is requested from WMCA Board to allow the project to spend additional funding of £38m (funded from within the £227m project budget). This funding will need to be approved in the full knowledge that; **(a)** the indicative cost pressure of £50m is yet to be formally notified and verified and; **(b)** assuming there is likely to be a cost pressure, a funding solution for the scheme remains outstanding and; **(c)** any cost pressure may need to be met from the CRSTS programme but if an alternative funding solution absolutely cannot be found, this could increase WMCAs exposure to sunk costs in the event the scheme is terminated.
- 7.7 A more detailed assessment of the funding challenges and solutions for this project will be brought back to the June WMCA Board.
- 7.8 It has recently been announced that HS2 have adjusted their programme in delivering the Curzon Street Station. This has an impact on the delivery of the metro programme whilst we wait for the construction site enclosed by HS2 being returned to enable the completion of the tram works. This delay will not see full services operating until 2027. Whilst TfWM has successfully negotiated the prolongation capital impacts of this delay with DfT and HS2, this did not include the lost revenue which supports the funding model. In order to mitigate this, it is intended to bring forward that section of the tram to a temporary stop and terminus off Moor Street. This is at a cost of c.£2m from the £38m referred to in paragraph 7.6.
- 7.9 This will enable connectivity between the tram, the bus interchange and Moor Street Station to be brought forward to 2024 and support the overall metro funding model through earlier access to fare revenues. This report therefore recommends the release of this funding for the Eastside extension to bring forward the mitigation and enable early commencement of services.

8. Residual Risks Being Monitored and Assessed

- 8.1 There are additional cost pressures which WMCA are currently managing, these include:
- The Metro Lifecycle 5 year cost was reduced from £65m to £30m in order to ensure the CRSTS project list could match the £1.050bn funding available. WMCA continue to carry, monitor and negate the risk that additional funding in excess of the £30m available will be required. Further updates will be brought to the Board in June 2023.
 - Wednesbury Brierley Hill Phase 2 (from Dudley to Brierley Hill). The estimated deficit of £165m to £200m remains outstanding in terms of a funding solution and WMCA continue to assess options.
- 8.2 Updates on all of the above will be included in the June 2023 report to Board.

9. Financial Implications

- 9.1 The report documents the latest expected capital budget pressures with an interim solution being recommended to ensure the schemes currently in construction are able to continue.

- 9.2 A more detailed update is expected to be presented to the WMCA Board meeting in June where the Birmingham Eastside Metro cost pressure is expected to be known and options for re-balancing the programme to within the £1.050bn ceiling concluded.
- 9.3 However, at this stage, consent from WMCA Board to continue to deliver the schemes subject to this report is important to ensure WMCA remain in line with its financial regulations and prudent financial practices.
- 9.4 In order to ensure the maximum number of options are available to Leaders and Officers in re-balancing the programme, only development activity will be approved whilst we work towards identifying a solution for consideration at the June 2023 WMCA Board. As such, no schemes should enter construction or place significant contractual commitments until the position to June Board is agreed.

10. Legal Implications

- 10.1 There are no new legal implications as a result of this report. As set out above, Board approval of the budget increases and other measures set out in this report will enable continued compliance with WMCA's Financial Regulations.

11. Impact on Delivery of Strategic Transport Plan

- 11.1 The TCF and CRSTS programmes both make a significant contribution to delivering critical infrastructure required to further the LTP policies. This report only concerns the financing and delivery management of schemes and as all key outcomes and impacts as originally planned are expected to be delivered no implications arise from this report.

12. Equalities Implications

- 12.1 This report only concerns the financing and delivery management of schemes and as all key outcomes and impacts as originally planned are expected to be delivered no implications arise from this report.

13. Inclusive Growth Implications

- 13.1 This report only concerns the financing and delivery management of schemes and as all key outcomes and impacts as originally planned are expected to be delivered no implications arise from this report.

14. Geographical Area of Report's Implications

- 14.1 This report only concerns the financing and delivery management of schemes and as all key outcomes and impacts as originally planned are expected to be delivered no implications arise from this report.

15. Other Implications

- 15.1 No other implications identified.

16. Schedule of Background Papers

None



WMCA Board

Date	17 March 2023
Report title	Full Business Case Approval for Spend Under City Region Sustainable Transport Settlement Metro Line 1 Renewals
Portfolio Lead	Transport - Councillor Ian Ward
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Anne Shaw, Executive Director of Transport for West Midlands email: anne.shaw@tfwm.org.uk
Report has been considered by	Programme Assurance and Appraisal Team Investment Panel TfWM Leadership STOG Investment Board SLT Transport Delivery Committee

Recommendation(s) for endorsing:

Board is recommended to:

- (1) Approve the Full Business Case submission from the City Region Transport Settlement Scheme (CRSTS) as endorsed and agreed by Investment Board in December 2022 and note the full funding cost of £27.85m which brings the programme total to £30m.
- (2) Approve an initial draw down of funding of £8.381m against the Full Business Case in addition to the £2.15m approved at the investment board in November 2022.

- (3) Note that this incremental approval approach is designed to balance the need to cap overall spending (in advance of the report to June 2023 WMCA Board looking holistically at Transport Capital Pressures) with the urgent nature of the works.
- (4) Note that subject to a decision at the June 2023 WMCA Board with respect to the overall transport pressures, a gated approval mechanism for future approvals may be recommended for this programme based on annual requirements.
- (5) Delegate the authorisation to the Executive Director of Transport for West Midlands in consultation with the WMCA Section 151 Officer, to award contracts to the successful tenderers for each package subject to:
 - i. The contract being within the approved budget;
 - ii. All funding agreements being signed and sealed to the satisfaction of the WMCA Section 151 Officer and the Managing Director TfWM;
- (6) Accept the Appraisal Recommendations as detailed in Section 6

1. Purpose

Ongoing investment in the existing Metro infrastructure is unavoidably required to keep the network safe, reliable, and operational.

2. Background

- 2.1 West Midlands Metro is a core part of the TfWM network, and wholly owned by WMCA. During the pandemic it provided continuous service to key workers in the region. It offers essential and reliable transportation options to a large part of our demographic that does not have access to a car, and directly connects the Black Country and the centre of Birmingham.
- 2.2 The line currently carries c.685,000 passengers per month, and we have seen during the pandemic the significant problems caused to residents and key workers if the service is suspended.
- 2.3 It represents a key and sustainable transport solution in line with our objectives for sustainable and reliable public transport.
- 2.4 The Line 1 infrastructure is over 20 years old and has had little significant replacement of equipment over this time. When the Operation and Maintenance was brought in house at the end of the former operator concession it was clear that the system was in a poor state of repair. We have had an increasing number of failures of the existing equipment including failures of the Overhead Line Equipment which cause a closure of the whole line. These failures have increased significantly in the past 3 years. Similarly, the track is in need of repairs or replacement with several sections at the limits of their maintenance tolerance and so close to safety tolerances. If we reach safety tolerances the line would be suspended while repairs are carried out. This planned programme of works would allow the repairs/renewals to be carried out in a controlled way without significant impact on the travelling public. A programme of Overhead Line Equipment (OLE) repairs and

track replacement was started under previous funding, attending to the most urgent sections first.

- 2.5 Between Wednesbury and Bull Street in Birmingham this infrastructure will form the core, central section of the expanded network as the new extensions are brought into service. Trams from Dudley, Wolverhampton, Edgbaston and Digbeth will all run through the central section of Line 1. If this section fails, not only would the current system be suspended, but also the whole network expansion programme would be unable to deliver the outcomes anticipated.
- 2.6 Therefore, a programme of renewals of key infrastructure (OLE, track, and other obsolete or life-expired equipment) needed over the next 5 years was developed with the Operator (MML) team. This is the most urgent list of renewals of a 30-year plan. TfWM were asked to include with this, the annual repair works that would be anticipated for the next 5-year period. These costs have averaged £3m per year in the previous periods. The whole package was estimated in 2021 at approx. £65m. In discussions over the CRSTS funding, an initial £30m of the £65m scope was included in the approved CRSTS programme for the most urgent of these works, and the scope of works prioritised accordingly. Although the remainder of the original list of works does still need to be delivered, this reduced scope will have the greatest immediate impact on the risk of system failures over the coming few years.
- 2.7 An initial urgent package of work to a value of £2.1m has already been approved by Investment Board on 17th October 2022. This covered advanced and safety critical work, in anticipation of this FBC, and is included in the summary of works to be delivered.

3. Strategic Aims and Objectives:

- 3.1 This business case seeks investment in the Midland Metro infrastructure. The identified works from the Metro Renewals Programme is required to mitigate the risk of exceeding maintenance and safety limits, to continue the current metro service and to avoid any further disruption for passengers and includes the items listed in 4 below.
- 3.2 These works will assure the continued operation of the Line 1 service to regional passengers. This supports our objectives of connecting people across the region to work, education and leisure activities and promotes regional growth. It also ensures that as the extensions are opened, they will be able to deliver the announced outcomes in their respective business cases.
- 3.3 By carrying out these works in a timely manner we meet our obligations as Owner of the infrastructure to maintain a safe and sustainable operating infrastructure.
- 3.4 This FBC contributes towards Inclusive Growth within the West Midlands and contributes towards #WM2041 net zero emissions.

4. Financial Implications:

4.1 The cost estimate for the FBC Metro Renewals works is £27.85m and the anticipated spend profile over the CRSTS period is:

Item	Unit	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Costs							
Renewals	£'000	(1,989)	(3,429)	(2,872)	(1,762)	0	(10,052)
Life Cycle	£'000	(2,536)	(2,993)	(2,088)	(2,438)	0	(10,055)
Additional costs	£'000	(284)	(1,006)	(1,500)	(858)	0	(3,648)
Risk & Contingency	£'000	(568)	(1,224)	(1,292)	(1,012)	0	(4,095)
Total	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)
Funding							
Match funding	£'000	-	-	-	-	-	-
Private match	£'000	-	-	-	-	-	-
CRSTS Funding Requirement	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)
Total	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)

The BJC for Urgent Line One Renewals was previously approved to a sum of £2.15m, bringing the overall total CRSTS funding for Line One Renewals to £30m.

4.1 The remaining £27.85m being requested through this Business Case includes provision for:

- Replacement of sections of rail
- Replacement of sections of Overhead Line
- Tamping of ballast
- Hill Top Tunnel lining
- Tram bogie overhauls
- Provision for tram battery replacement
- Improvements to Passenger Assistance Unit on tram in advance of BBYB
- Overdue maintenance to steel structures

4.2 The figures are inclusive of inflation increases, based on the BCIS TPI forecast and the timescales advised by MML for delivering the works.

4.3 A risk allowance of £4.1m is included, which equates to approximately 17% of the estimate. This figure represents the P80 of the risk analysis, (QCRA), quantitative impact analysis from our risk management tool, ARM.

4.4 Although this contingency should be sufficient to cover this risk, if market forces mean that we cannot deliver the full list of activities within the £30m funding, we have identified items which would have less impact on reliability or safety and / or can be delayed until future funding is identified, to enable us to keep within the agreed funding profile, (eg painting of steel structures).

4.5 The priority ranking of the scheme may be affected by emergency repairs, discovery, inflation and market factors, timing, changes in cost or contractual changes, etc. Therefore, it is essential that schemes outside of this list of essential works, which are included in the full programme of works can be reprioritised and funded using this allocation if required.

Funding

- 4.6 A funding allowance of £30m for these works have been included within the overall CRSTS package awarded to WMCA of which £2.15m has been previously approved. Approval of this £27.85m will increase the approved budget to £30m for the renewals works.
- 4.7 Pending the overall metro programme financial review (anticipated in June 2023), and in view of this being a large value programme of small delivery projects, it has been agreed that there will be a Financial Gateway applied upon the approval of this package. In addition, Investment Board requested a further report be submitted to the board in 12 months' time setting out the progress made in delivering these renewal works. As such, it is recommended, if necessary, the financial gateway arrangements are dealt with by Investment Board subject to the outcomes of the June 2023 report with respect to the overall capital pressures.
- 4.9 The release of immediate funding to the Project team will be limited to the value of the delivery/commitment of the first and most urgent scope required to ensure safe operation and / or best financial value and affordability of the overall programme – i.e. £8.38m of works. This reduced scope has been defined by the TfWM team together with the Operator team as the minimum required to assure a reliable service. These works are focussed largely on Overhead Line renewals and tram bogie renewals.
- 4.10 Subject to the inclusion of the programme budget within CRSTS, the Project Team would need to provide adequate confidence to the Investment Board in the annual report that there is meaningful progress in this first stage of delivery scope and preparations for the next packages are firmly costed and prioritised before further funding for the remainder of the scope can be accessed.

5. Legal Implications

- 5.1 There are no direct legal implications arising in regard to the endorsement for approval set out in (1) (see above) of this report, nor indeed in regard to the contents of this report. Legal support is being provided by the WMCA regarding the deliverables arising in regard to the FBC.
- 5.2 The deliverables include any legal contracts required for this scheme including the funding provisions where WMCA Legal Services will provide the necessary support and input in respect of any drafting.

6. Impact on Delivery of Strategic Transport Plan

- 6.1 The Metro service is an integral part of the Strategic Transport Plan, and as such, risking the failure of key equipment on the line by not carrying out these renewals would adversely impact the Strategic Plan.

7. Single Assurance Framework Implications

- 7.1 The FBC has been reviewed by the Programme Assurance and Appraisal (PAA) team.

WMCA appraisal notes that this project is essential to the continued safe operation of the Metro network but considers that there are several weaknesses in the existing FBC. These weaknesses do not relate directly to value of the project and the work involved, but instead relate to good project management and ensuring full accountability of the outputs and benefits to be obtained for this expenditure. This is being strengthened within the improvements that are being made within the delivery team previously referenced to the Board.

7.2 Investment Board was recommended to:

- Note the importance of this work to the continuing operation of Metro Line 1, and approve this business case on this basis
- Request the Metro project team to continue to work with wider TfWM and WMCA Finance & Business Hub colleagues to understand the weaknesses in this business case and develop a strategy to improve future business cases
- Request a quarterly monitoring report from Metro of the progress against the packages.

8. Equalities Implications

8.1 There are no equalities implications other than the risk of not providing a tram service if these works are not delivered in a timely manner.

9. Inclusive Growth Implications

9.1 Considering the eight fundamentals of inclusive growth across the Inclusive Growth Framework, the implications of the investments into the line 1 infrastructure are as follows:

9.2 Climate resilience:

Ostensibly, investments that enable new public transport provision are a positive development, although the challenge with Metro is its carbon intensive construction, with a modal shift that tends to be from other public transport modes, rather than cars. The works included here are less carbon intensive as they are focused largely on rail and Overhead Line Equipment.

9.3 Connected communities:

The implications are substantial for this fundamental, as Metro creates faster connections between places on the new lines, as well as opportunities for helpful clustering of resources, amenities, and other connections around the stations.

9.4 Inclusive Economy

- For people who need to travel for work, the enhanced connectivity provided by the new Metro lines will enable them to have more potential employment opportunities, as they can travel to more locations within a reasonable commuting duration.
- The level access of Metro as a travel mode makes it easier for people with mobility aids to travel further, so could create more employment opportunities for people with disabilities relating to mobility.
- Economic growth around Metro stations is a desired outcome of the investment, and a place and population-led approach to this should be taken. TfWM have other levers

that they can use to precipitate these outcomes – for example, by introducing Mobility Hubs.

10. Geographical Area of Report's Implications

The positive impact of what is delivered will be for the existing full Metro network and neighbouring districts.

11. Other Implications

N/A

12. Schedule of Background Papers

Full Business Case (FBC)
Risk & Investment Appraisal

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West Midlands Combined Authority

Transport Delivery Committee

Monday 6 February 2023 at 1.00 pm

Minutes

Present

Councillor Richard Worrall (Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Mary Locke (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Narinder Kaur Kooner	Birmingham City Council
Councillor Saddack Miah	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council

In Attendance via Microsoft Teams

Councillor Linda Bigham	Coventry City Council
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65. Apologies for Absence

Apologies for absence received from Councillor Bill Gavan (Sandwell), Councillor Shabrana Hussain (Birmingham), Councillor Anne Millward (Dudley), Councillor Clare Simm (Wolverhampton) and Councillor Julie Webb (Sandwell).

66. Chair's Remarks

(a) William Whiting - Stourbridge Line Users Group

The Chair noted the recent death of William Whiting, Chair of the Stourbridge Line Users Group and former Chair of West Midlands Railfuture. The committee observed a minute's silence in memory of Mr Whiting.

67. Minutes - 9 January 2023

The minutes of the meeting held on 9 January 2023 were agreed as a correct record.

68. Matters Arising

- (a) **Swift Delivery Monitoring Report** (minute no. 56)
The Chair expressed concern at the suggestion that photographs might be removed from the Swift travel card as this could potentially make it more susceptible to fraudulent use. The Director of Integrated Transport Services indicated that no decision had yet been made in this regard. Members of this committee would be involved in any assessment of the advantages and disadvantages of removing the photograph from the card before any final decision was taken.
- (b) **Update on the West Midlands Bus Network** (minute no. 58)
Councillor Robert Grinsell noted that there continued to be reliability problems with bus service no. 8/9. The Head of Bus acknowledged that there remained some bus services that did not operate with the reliability Transport for West Midlands expected, and he was working closely with Stagecoach in respect of this particular service to seek improvements in its reliability.
- (c) **Notice of Motion** (minute no. 59)
The Chair sought an update on the motion agreed at the last meeting of the committee regarding the Government's £2 maximum single bus fare initiative. The Head of Bus explained that Diamond Bus had been approached to establish why it was choosing not to participate in the scheme. It had responded to say that the reimbursement provided by the Government to meet the costs of participating in the scheme would not adequately cover its costs. The Head of Bus undertook to circulate the full response to members of the committee.

The Director of Integrated Transport Services reported that the Department for Transport was currently monitoring the uptake of the initiative. There was also an evaluation being undertaken as to the scope for extending the scheme to continue after the publicly announced end date of 31 March.

- (c) **Member Engagement Groups Update** (minute no. 60)
Councillor David Stanley reported that there continued to be problems with real-time information displays showing incorrect information. The Head of Bus reported that Transport for West Midlands was currently working with National Express West Midlands to improve the accuracy of the information being displayed and had recently contracted with two suppliers to improve the use of data within the system. The Director of Integrated Transport Services undertook to provide a briefing note to the committee setting out the specific improvements to the service that were planned, along with the timescales for their delivery.

69. Action Tracker

The Chair suggested a further site visit be undertaken to the Dudley Interchange site to view the progress being made with construction works.

70. Forward Plan

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

71. Capital Programme Delivery Monitoring

The committee considered a report from the Director of Strategic Partnerships & Delivery Integration on a progress monitoring update on the approved Transport for West Midlands-led 2022/23 programmes and projects.

The report set out those elements within the 2022/23 capital programme that had been completed between November and January in respect of projects at Dudley Interchange, the digital panel rollout, and the Cross City Package 3 Dudley - Druids Heath.

Councillor Carol Hyatt enquired whether it was possible for future monitoring reports to include a specific 'red-amber-green' evaluation in respect of the project's budget. The Director of Strategic Partnerships & Delivery Integration indicated that whilst the currently reported 'red-amber-green' rating included an assessment of the project's financial position, he was looking to improve the usefulness of the information presented to the committee.

Councillor Narinder Kaur Kooner sought further information on plans to install ramps at Perry Barr rail station. The Director of Strategic Partnerships & Delivery Integration explained that the provision of ramps was not included within the scope of the station works programme. He understood that whilst work had been undertaken to assess the possibility of installing ramps, there were concerns that the gradient that would be required was greater than current regulations permitted. He undertook to ask the Rail team to provide a fuller briefing note on this issue.

Resolved:

- (1) The achievements since the January meeting of the committee be noted.
- (2) The progress of deliverables and outturn of the 2022/23 capital programme be noted.
- (3) Variations from the baseline programme be noted.

72. Safer Travel Partnership Update

The committee considered a report from the Director of Network Resilience providing an update against delivery towards the Safer Travel Plan 2021-24 objectives.

Raising awareness and reporting of Violence Against Women and Girls continued to be a priority for the partnership, including through the Transport for West Midlands Education Officer promoting the 'See Something Say Something' campaign, reporting details through numerous events held recently at educational establishments and Business Improvement Districts meetings. The Safer Travel team had been involved in activity on the network to help minimise congestion and improve safety, including through the use of its newly established drone team who deployed prior to Christmas in the Digbeth area to give a situational overview of traffic and congestion issues, as well as at the recent Aston Villa v Wolverhampton football match, which took place during a rail strike.

Resolved:

The report, and the progress being made across a number of key areas within the Safer Travel Partnership, be noted.

73. Regional Transport Co-ordination Centre Monthly Performance - December 2022

The committee received a presentation from the Director of Network Resilience on the performance of the Regional Transport Co-ordination Centre during December 2022.

The presentation provided updates on recent activity related to rail, metro, bus and highways, including the impacts arising out of rail disruption caused by strikes. The centre provided significant 'value adds' in helping to mitigate the effects of congestion caused by roadworks, as well as liaising closely with West Midlands Police and British Transport Police.

Councillor Pervez Akhtar welcomed the presentation and the work of the Regional Transport Co-ordination Centre. He enquired as to whether it had been possible to quantify the monetary value of the work it undertook in mitigating congestion. The Head of RTCC Events & Emergency Planning reported that he was currently looking at how best to assess this as part of improving the monitoring and evaluation framework being used.

Resolved:

The presentation be noted.

74. Transport Funding Update

The committee received an update from the Director of Integrated Transport Services on the latest information regarding the funding being provided by the Department for Transport to the bus industry to support its recovery from the effects of the COVID-19 pandemic.

There was still no commitment from the Department for Transport for continuing the funding to bus operators after 31 March. Following the motion passed by this committee at its last meeting (minute no. 59), the Mayor had met with the Parliamentary Under Secretary of State for Roads & Local Transport to make clear the risks to the West Midlands bus network should this funding be withdrawn as planned. Transport for West Midlands was meeting with bus operators to understand their plans in circumstances where funding was withdrawn. He did stress though that the region had been able to retain 90% of the bus network that existed prior to the outbreak of the pandemic.

Councillor David Stanley stressed the importance of bus reliability in building public confidence in using the bus network. The Director of Integrated Transport Services undertook to update members of the committee as soon as he was aware for certain what the funding arrangement was to be post-31 March.

Resolved:

The update be noted.

75. Member Engagement Groups Update

The committee considered a report of the Governance Services Officer noting recent developments and meetings of the six Member Engagement Groups. The report highlighted the discussions held at the following meetings:

- Sprint MEG - 23 January
- Finance MEG - 24 January
- Putting Passengers First MEG - 25 January
- Air Quality, Congestion & Environmental Sustainability MEG - 25 January

Councillor Carol Hyatt welcomed the visit that the Air Quality, Congestion & Environmental Sustainability MEG had undertaken to the University of Birmingham's WM-Air Project. Members had considered that Birmingham's Clean Air Zone was not located in those areas of the city suffering most with poor air quality, but that its location had been overly influenced by the Government.

The Chair enquired as to the progress being made with the replacement of timetable at bus stops. The Head of Bus reported that he expected all bus stop information to be updated by the end of February, and he would send round an update to members on this issue as it progressed.

Councillor Josh O'Nyons handed over a petition he had been signed by residents seeking the removal of a bus stop in Lode Lane, Solihull due to the overcrowding of the footpath caused by people waiting for bus services.

Resolved:

The recent activities of the committee's Member Engagement Groups were noted.

76. WMCA Board - 10 February 2023 - Transport Reports

The committee considered those transport-related reports that were due to be considered by the WMCA Board at its meeting on 10 February. These reports related to:

- HS2 Growth Delivery Programme
- West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' - Final Core Strategy and draft Big Moves and draft Area Strategy Guidance

In respect of the HS2 Growth Delivery Programme, Councillor Timothy Huxtable requested further information on the environmental measures being implemented to mitigate the impact of construction. He also noted that a number of the infrastructure projects being built did not appear visually appealing to the public, and he urged HS2 Ltd to engage with local communities better to ensure their support for the proposed works. Councillor Carol Hyatt also reported that she understood large areas of the woodland planted by Hs2 Ltd during the Summer of 2022 had died due to the young trees not being nurtured during the very warm weather than had been experienced.

The Chair proposed that a member briefing session on the HS2 programme be arranged for a future date.

Resolved:

The comments of the committee on the transport-related reports be shared with the WMCA Board when it considered these items on 10 February.

77. Date of Next Meeting

Monday 13 March 2023 at 1.00pm.

[The meeting ended at 2.55pm.]



West Midlands Combined Authority

Economic Growth Board

Wednesday 15 February 2023 at 2.00 pm

Minutes

Present

Tom Westley (Vice-Chair)

Councillor Peter Hughes

Councillor David Stanley

Councillor Ian Ward

Councillor Bob Sleigh (Chair)

Black Country Local Enterprise
Partnership

Sandwell Metropolitan Borough Council

Dudley Metropolitan Borough Council

Birmingham City Council

Portfolio Lead for Finance & Investments

In Attendance via MS Teams

Councillor Adrian Andrew

Councillor Ian Courts

Councillor George Duggins

Councillor Matthew Dormer

Rob Johnston

Corin Crane

Walsall Metropolitan Borough Council

Solihull Metropolitan Borough Council

Coventry City Council

Non-Constituent Authorities

Midlands Trade Union Congress

Coventry & Warwickshire Chamber of
Commerce

Matthew Hammond

Rob Johnston

Mike Wright

West Midlands Growth Company

Midlands Trades Union Congress

West Midlands Innovation Board

Item Title

No.

35. Apologies for absence

Apologies for absent were received from Councillor Brookfield, Andy Street, Lee Barron, Stuart Croft and Anita Bhalla.

36. Nomination of Substitutes

Rob Johnston (Midlands Trades Union Congress) was nominated as a substitute for Lee Barron.

37. Appointment of Chair

In the absence of the Chair, the board agreed that Councillor Bob Sleigh be appointed to chair this specific meeting.

38. Inquorate meeting

The Chair reported as this was an inquorate meeting, the recommendations contained within the minutes would be submitted to the WMCA Board on 17 March 2023 for formal approval and adoption.

39. Chair's Remarks

The Chair welcomed Councillor David Stanley, the new board representative for Dudley as a result of Councillor Simon Phipps standing down from his Cabinet role due to work commitments.

The Chair also acknowledged that whilst LEP integration was on the agenda, this was the last meeting of the board before the LEP functions are integrated into the WMCA and therefore wanted to formally thank the three LEPs, their Chairs (past and present) and staff for all they have done to champion the West Midlands economy over the last ten years; the Economic Growth Board would continue to build on those foundations.

40. Minutes - 2 December 2022

The board considered the minutes of the meeting held on 2 December 2022.

In relation to minute no. 26 West Midlands Growth Company, Councillor Hughes noted that he had reported on the need for an independent review of the Growth Company to be carried out and others had also shared this view. He asked that this comment be included in the minutes.

It be recommended to the WMCA Board that:

The minutes of the meeting held on 2 December be agreed as a true record subject to the inclusion of Councillor Hughes's comment referred to above.

41. Matters Arising

Minute no. 25, Economic Growth Conditions in the West Midlands

In relation to economic data, Councillor Ward asked whether the lower-level data (for local areas) he had referred to could be provided.

The Executive Director for Economic Delivery, Skills & Communities advised that the economic data Councillor Ward referred to was not available on a regular basis but would commit to providing the information for a future meeting.

Minute no.26, West Midlands Growth Company Review

Councillor Hughes commented that further to consideration of the above report at the last meeting, he could not find any reference in the Growth Company report on today's agenda as to whether a benchmarking exercise had been carried out and enquired whether this had happened.

Katie Trout, Director of Policy & Partnerships, WMGC reported that some international benchmarking work has been undertaken but it had not been included in the report being considered today. Katie advised that she was happy to talk through the detail of the benchmarking work with Councillor Hughes.

42. West Midlands Plan for Growth

The Head of Economic Development and Delivery, Paul Edwards introduced the report that provided an update on the most recent economic conditions and interventions that the WMCA and partners are making to address those conditions to increase business resilience and growth across the region.

Delma Dwight (Black Country Consortium) updated the board on the economic conditions and highlighted key insights from the dashboard that provided the latest GDP and ONS figures.

Matthew Rhodes, Chair of the Industrial Energy Taskforce, provided an update on the work of the taskforce and how it is tackling the challenges faced by energy intensive industries across the West Midlands, especially the Black Country. Matthew outlined how lobbying by the taskforce had successfully secured enhanced EBDS support for energy and trade intensive firms and reported that lobbying was linked to the Devolution Ask for energy in supporting manufacturers. He added that the energy sector was biased against the manufacturing sector and a summit was proposed at the end of March ahead of the publication of a final report in June for consideration by the Economic Growth Board.

Councillor Hughes reported that with regards to energy costs, Sandwell suffers the most and he would like Sandwell to host the summit if possible.

In relation to hospitality and tourism, and the recently established West Midlands Tourism and Hospitality Advisory Board, the Chair, Andrew Lovett of the Black Country Living Museum reported on the challenges and opportunities for the sector and how the board would represent and speak on behalf of the tourism and hospitality sector in the West Midlands.

In relation to the membership of the board, listed in appendix 1 of the report, Councillor Ward noted that members of the board included the Birmingham Hilton Metropole but did not include Birmingham Museum and Art Gallery. He reported that the latter was rated as outstanding by Government as well as being recognised nationally and internally and enquired as to the process of selection to the board.

Andrew Lovett advised there was an open recruitment process for partners to join the Tourism and Advisory Board and that he would welcome a representative from Birmingham Museum and Art Gallery on board. In relation to the Birmingham Hilton Metropole, the hotel had put themselves forward for membership.

Councillor Ward indicated that he would look to encourage Birmingham Museum and Art Gallery to join the Tourism and Advisory Board.

Councillor Hughes commented that the membership of the board was not geographically well-spread out and he would like more Black Country firms to be members of the Tourism and Advisory Board.

Andrew Lovett reported that he would welcome more businesses from the Black Country joining the Tourism and Advisory Board.

It be recommended to the WMCA Board that:

1. The latest update on economic conditions in the West Midlands and the most recent regional GDP figures published on 9 February be noted;
2. The wider mobilisation of Plan for Growth to support the medium-term growth strategy of the region be noted and agreed;
3. The most recent position on industrial energy and proposed interventions to support energy intensive businesses be noted; and
4. The update from the Hospitality and Tourism Advisory Board on the current state of the sector and planned activities to support the resilience of the sector be noted.

43. Understanding and Addressing Labour Market Challenges

The board considered a report of the Executive Director, Economic Delivery, Skills and Communities that provided an overview of the labour market challenges facing the 7 Met area and outlined a proposed approach on how value can be added to existing local activity and how joint working might address the challenges.

Dr Fiona Aldridge, Head of Intelligence and Insight, outlined the report and reported on the proposed establishment of a Jobs Taskforce that would be comprised of key regional stakeholders working collaboratively to develop and implement an actionable roadmap to address both immediate and long-term market challenges. It was noted that the Jobs Taskforce would be time limited for a period of 9 months and it is anticipated this would facilitate more effective partnership working beyond this.

The Chair confirmed that the Economic Growth Board would become the Jobs Taskforce and set up the work plan.

Councillor Courts enquired why the taskforce was being established for 9 months as he considered this to be a long period of time given the challenges impacting upon the labour market were known and the need to address these as soon as possible. He also reported of the need to address youth unemployment as a priority in all areas and not just Wolverhampton.

The Head of Intelligence and Insight advised there was a need to understand the detail behind the data and the taskforce would bring in experts to provide fresh insight into the issues.

The Executive Director, Economic Delivery, Skills and Communities, Dr Julie Nugent added that there was a need to understand what was working/not working and why people were not taking up training opportunities so action-based research could be undertaken to better connect people with jobs.

Corin Crane (Coventry & Warwickshire Chamber of Commerce) reported on the need to focus on identifying an innovative solution for getting the over fifties back into employment and to also look at excessive childcare costs.

Councillor Ward noted that more money was being spent in this area, but he could not see how it was demonstrating an impact. He added that many working people were in low paid jobs and were reliant on benefits and food banks to supplement their income.

Councillor Andrew reported that Walsall's work programme has been effective in tackling youth unemployment and reported on the need to look at how different organisations are utilising the apprenticeship levy.

The Chair acknowledged there was a need to look at best practice.

Councillor Stanley reported that he would be interesting in obtaining a breakdown of figures from colleges on where people had found work.

The Director of Employment and Skills, Clare Hatton reported that the WMCA was working with colleges to monitor young people into employment and training and advised of the good outcomes that have been seen in Dudley and Wolverhampton.

It be recommended to the WMCA Board that:

1. The labour market challenges facing the West Midlands 7 Met area be noted; and
2. The proposed approach in developing a deeper understanding of these challenges including for particular places and group of residents and identifying effective approaches to tackling them be agreed.

44. Presentation: LEP Integration

The board received a presentation from the Executive Director, Economic Delivery, Skills and Communities, Dr Julie Nugent that provided an update on LEP integration.

The presentation provided an update on the status, the processes underway, work being undertaken to strengthen the private sector voice across the WMCA's boards/committees, work on business input into the Economic Growth Board's activities and the transition of the Economic Impact Group into the new Business Insights Forum.

Dr Julie Nugent conveyed her thanks and appreciation to colleagues in the LEPs and undertook to share the draft letter being sent to LEP staff prior to the start of the consultation process.

The presentation was noted.

45. West Midlands Growth Company Review

The board considered a report of the Director of Policy & Partnerships, West Midlands Growth Company that provided an update on progress of the review of the West Midlands Growth Company (WMGC) that set out emerging feedback from the consultation process into the future model of the Company, highlighting areas where there is consensus and recommendations can be made and where further discussion and/or work is required.

The Chief Executive, City of Wolverhampton Council, Tim Johnson, presented the report, highlighting key aspects including the outcomes of the review to date, the next phase of the review, the preferred scenario for WMGC's future model, local and regional priorities, funding and proposed governance changes.

He advised that the review had been undertaken in consultation with local authorities to understand their priorities from a place perspective and that consultation would continue to be embedded into the work of WMGC. The governance changes would also allow each local authority to be represented on WMGC's board with structured engagement undertaken on a quarterly basis that would be aligned with the Economic Growth Board. Additionally, private sector membership would also be reviewed.

Councillor Hughes expressed concern that the review had not been done independently and sought clarification as to the financial asks for WMGC, noting that he not received an evaluation of the Business and Tourism Programme.

The Director of Policy & Partnerships, WMGC, Katie Trout advised that in relation to funding, an additional £4.6m of Legacy Funding was being sought for 2023/24 and £6.1m in 2024/25 giving a total ask of £10.7m over the 2 years. With regards to the Business and Tourism Programme, she advised that a full evaluation of the programme had not yet been carried out, however, reporting was undertaken on quarterly basis and could confirm targets were being met and was happy to share the latest quarterly report.

The Vice-Chair, Councillor Courts and Councillor Ward considered the Growth Company was of crucial importance to the region which needed some form of marketing organisation and for all local authorities to have a relationship with WMGC.

Councillor Andrew welcomed the opportunity for the relationship to be re-set with WMGC as a result of Sandwell and Walsall becoming members of the WMGC Board.

Matthew Hammond (WMGC) expressed his thanks and best wishes to the Chair, Councillor Brookfield, and reminded the board that the interim funding arrangements utilising Legacy Funding, was a short-term fix and there was a need to reflect on the medium-term for a properly funded Growth Company.

It be recommended to the WMCA Board that:

1. Progress on the Review to date be noted;
2. The preferred scenario as identified by the Sponsors Group which would see the current funding envelope for WMGC consolidated as £12m with activity refocused to meet regional and local priorities be endorsed and further consultation be undertaken with the aim of bringing a recommendation to the Mayor and Met Leaders meeting on 3 March 2023 for discussion ahead of the WMCA Board on 17 March 2023 be noted;
3. WMGC should continue to undertake the functions as set out in paragraph 6.8 of the report and the balance of activity across them should be determined by regional and local priorities be agreed;
4. WMGC should undertake the additional role of Strategic Relationship Management if budget levels are broadly maintained at their current level and WMDC should work closely with local authorities to deliver this function be agreed;
5. The geographical footprint of WMGC post LEP integration needs to be resolved and that recommendations be brought as soon as possible to include clarifying the future relationship with Warwickshire be noted;
6. The detailed work being undertaken with Local Authorities with the WMCA to determine local and regional priorities and these are being used to inform the proposal for additional Legacy Funding and this ultimately informs the WMGC's Business Plan be noted;
7. The progress in developing a framework of objectives and key results and further work is being undertaken to determine thematic objectives, deliverables and specific leading and lagging indicators be noted;
8. WMGC has submitted a proposal for an additional £10.7m from the Legacy Fund to fund the Global West Midlands Investment and Tourism Programme over the next two years and this be considered as a separate item on the agenda be noted;
9. WMGC would achieve efficiency savings amounting to 10%-15% reduction in the regional workforce/3rd party costs over the course of the year on the core activities be noted;
10. The identification of long-term sustainable funding for WMGC, to support the scenario agreed by WMCA Board in March, is returned to in early 2023/24 and recommendations be brought forward to the Economic Growth Board for consideration in due course be agreed;

11. The proposed changes to membership of the WMGC Board, specifically; that the board should be expanded so that every local authority is represented on it and that private sector membership should be reviewed when terms of office come to an end to ensure Directors have the right suite of skills and experiences aligned to WMGC's future focus, noting these changes would be for WMGC Ltd to enact be endorsed; 12. From 2023/24 Economic Growth Board should agree WMGC's annual business plan including its objectives and key results and that it should receive quarterly performance reports on it from WMGC be agreed;
12. Proposals to strengthen engagement with the Local Authorities and WMCA at political and officer levels and that partners identify named senior officers and councillors by correspondence with WMGC be approved; and
13. The ongoing work to clarify roles and responsibilities and handovers across programmes of activity, across WMGC, WMCA and Local Authorities be noted.

[NB. Tom Westley, Councillor Ian Ward and Matthew Hammond declared a non-pecuniary interest in this item due to them being board members of the West Midlands Growth Company]

- 46. Commonwealth Games Legacy Fund: Economy, Trade & Tourism Pillar**
The board considered a report of the Executive Director, Economic Delivery Skills and Communities that set out the approach to the Commonwealth Games Legacy Fund including the development of the five strands of the Economy, Trade and Tourism Pillar, the approach to the funding asks and the next steps regarding the decision-making process.

The Executive Director, Economic Delivery Skills and Communities, Dr Julie Nugent informed the board that the report follows on from the decision taken by the WMCA Board on 16 December 2022 for the Economic Growth Board to shape the detail and oversee the delivery of the Economy, Trade and Tourism pillar and its programmes over the duration of the Legacy Fund.

It was noted that the programme costs exceed £38.9m allocated for the economy, trade and tourism pillar by £9.65m and a number of options are proposed to reduce the programme costs to within the funding envelope of £38.9m or alternatively, there is the option to allow for the deliberate over-programming at this stage before reviewing business cases as they are developed.

Councillor Ward reported that it was not clear how the numbers have been derived for each of the pillars and Met Leaders and the Mayor should be allowed to vire funds between the pillars. He added that the underspend on the Commonwealth Games should be linked to the legacy ambitions for the region and considered that whilst delivery programme 2, (Delivering on Plan for Growth and support for high-growth regional business) and delivery programme 5, (Wider jobs and skills legacy -helping people in the West Midlands benefit from the legacy and attendant economic growth) were good programmes, they should be funded from the UK Shared Prosperity Fund and skills and education monies as appropriate.

Councillor Ward considered the removal of delivery programmes 2 and 5 would enable funding to be allocated to support the legacy of Sandwell's Aquatic Centre which requires £2m to operate the facility. Additionally, he stated funding was needed to support the European Athletics Championships in 2026 that have never been hosted in the UK before and would provide the opportunity for the region to stage the best ever event.

The Executive Director, Economic Delivery Skills and Communities advised that the pillars had been determined by the WMCA Board and programmes 2 and 5 could not be funded elsewhere.

Councillor Courts reported he thought the pillars had been agreed and he supported the inclusion of programmes 2 and 5; for programme 5, he would like local authorities to be able to apply for funding to 'passport' to them.

Councillor Hughes reported that Sandwell's Aquatic Centre was a major feature of the Commonwealth Games and thanked Councillor Ward for his support.

The Chair re-affirmed that the pillars had been decided by the WMCA Board and the Aquatic Centre was not included in any indicative programme. He reminded the board that they were not required to take any decisions today on funding and that the debate on overprogramming was ongoing. The matter would be discussed further at the Mayor and Met Leaders meeting on 3 March.

Councillor Ward re-iterated that money should be spent in line with the legacy of the Commonwealth Games.

Councillor Courts reported of the need to receive further advice on what programmes relate to legacy.

The Executive Director, Economic Delivery and Skills reported that the WMCA has not received clarity from DCMS on the five strands of the pillar at this stage, as detailed programmes are required. She added that it is up to the region to determine its programmes and reported on the need to look at the four thematic pillars rather than focusing on the economy, trade and tourism pillar.

It be recommended to the WMCA Board:

1. The role of the Economic Growth Board in advising on the content of the £38.9m Commonwealth Games Legacy Fund, 'Economy, Trade & Tourism pillar' and its ongoing role in monitoring the impact of activity be noted;
2. The work undertaken with Directors of Economic Development and the West Midlands Growth Company to develop details of the indicative delivery programmes set out in the WMCA Board paper on 16 December 2022 be noted;
3. The approach to addressing the current overprogramming across the pillar as set out in paragraph 2.12 of the report be discussed further at the Mayor and Met Leaders meeting on 3 March; and
4. The next steps ahead of the WMCA Board in making a final decision on the pillar in March 2023 on the allocation of funds in the pillar be noted.

[Councillor Ward declared a non-pecuniary interest in this item as Birmingham City Council was requesting funding for hosting the European Athletics Championships]

47. UK Shared Prosperity Fund Year 1 Spends - Local Allocations (Community & Place) and Business Support Update

The Director of Employment and Skills presented a report that set out the latest forecast of projected spend against the year 1 allocation from the UK Shared Prosperity Fund (UKSPF) against local authorities Communities and Place allocations as compiled from the latest returns. It also provided a potential approach in the event of the underspends in this area and an update on the current position with regards to getting legal agreements in place between the WMCA and Local Authorities.

The Director of Employment and Skills, Clare Hatton reported that she was confident the money should be spent with regards to Communities and Place allocations, but all of the money would not be spent for Business Support.

Councillor Hughes reported that he felt the WMCA should be supporting local authorities more as they were being asked to deliver more for less. He also expressed concerns regarding how productivity is evidenced and the methodology that would be applied.

Clare Hatton advised that the methodology was not yet determined but she could discuss the matter with local authority officers outside of the meeting. Dr Julie Nugent reported that in relation to administrative support, this would be transferred from Growth Hubs to local authorities and was happy to pick this up outside of the meeting.

It be recommended to the WMCA Board that:

1. The latest forecast position on the projected spend against year 1 allocations to local authorities for the Communities and Place pillar be noted;
2. Work continue on the current flight path with plans in place to utilise all year 1 funds for this pillar be agreed;
3. The options set out in the event of underspends in year 1 for the communities and place pillar in section 2.5 of the report be noted;
4. The latest forecast position of projected spend against year 1 for the Business Support pillar be noted;
5. A credible plan be submitted to carry forward funds from year 1 for this pillar be agreed; and
6. Delegated Authority for the approach/decisions on year 1 underspends be given to the Executive Director of Economic Delivery, Skills and Communities and Executive Director of Finance and Business Hub, in consultation with West Midlands Finance Directors be agreed.

48. UK Shared Prosperity Fund - Business Support in the West Midlands

The board considered a report of the Executive Director, Economic Delivery, Skills and Communities that provided an update on progress in delivery of business support locally, utilising UK Shared Prosperity Fund and West Midlands-wide commissioned activity.

The Head of Economic Development and Delivery, Paul Edwards conveyed his thanks and appreciation to officers from the Growth Hubs and local authority officers on the task and finish group for their hard work in developing a coherent West Midlands approach to business support.

It be recommended to the WMCA Board that:

1. Progress of the task and finish working group since the December Economic Growth Board in mobilising UKSPF funded business support activity from April 2023 be noted; and
2. The agreed regional framework, ways of working between locally embedded and regional activity and commissioning of region-wide programmes for activity to commence in April 2023 be noted.

49. Economic Growth Board Work Programme

The board received a report from the Executive Director, Economic Delivery, Skills and Communities that provided an update on the work programme for the Economic Growth Board.

It be recommended to the WMCA Board that:

The work programme attached as appendix 1 to the report be noted.

The meeting ended at 4.12 pm.



West Midlands
Combined Authority

Wellbeing Board

Monday 6 March 2023 at 10.00 am

Minutes

Present

Councillor Karen McCarthy (Vice-Chair) Birmingham City Council
Pete Wilson West Midlands Fire Service

In Attendance via MS Teams

Councillor Izzi Seccombe (Chair) Portfolio Lead for Wellbeing
Mark Axcell Black Country Integrated Care Board
Councillor Julian Gutteridge Nuneaton and Bedworth Borough
Council
Councillor Jasbir Jaspal City of Wolverhampton Council
Sean Russell Universities West Midlands
Lisa Stalley-Green Birmingham & Solihull Integrated Care
Board
Dr Justin Varney West Midlands Association of Directors
of Public Health Representative

Item No. Title

- 31. Inquorate Meeting**
The meeting was inquorate and therefore the recommendations contained within the minutes would be submitted to the WMCA Board on 17 March 2023 for formal approval.
- 32. Apologies for Absence**
An apology for absence was received from Councillor Gary Flint (Walsall Metropolitan Borough Council).
- 33. Declarations of Interest**
Dr Justin Varney raised his declarations in regard to minute no. 40 and Mark Axcell noted his in relation to minute no. 38.
- 34. Chair's Remarks**
The Chair noted that Dr Sue Ibbotson had now retired and wanted to place on record her thanks for Dr Ibbotson's contribution to the board.
- 35. Minutes - 5 December 2022**
The minutes of the meeting held on the 5 December 2022 were agreed as a correct record.

36. Matters Arising

Dr Justin Varney suggested that the board consider holding a workshop with disabled communities at a future meeting to gain further insight into how better this community could be served.

37. Trailblazer Devolution Deal Update

The board received an update on the current position of the Trailblazing Devolution Deal from the Director of Economy, Skills and Communities. She highlighted that at a recent meeting of the Mayor & Portfolio Leads Liaison it was felt that the offer from Government was not in a position to yet be accepted and felt that a number of areas could be developed. There were some positives noted in business rates retention and affordable housing developments. The Chair echoed the comment made as she was in attendance at this meeting and felt that the latest position from Government was not good enough.

Councillor Karen McCarthy felt that new funds required new relationships especially with ICBs, and felt that more time was required to ensure that relationships were fully established.

Resolved:

- (1) That the update be noted.

38. Commonwealth Games Legacy Contingency Fund - Wellbeing Pillar Proposal

The board received a presentation from the Strategic Lead for Wellbeing and Prevention providing an update on the proposals to be considered under the Wellbeing pillar of the unsend contingency funding from the Birmingham 2022 Commonwealth Games. It was noted that the Wellbeing and Sustainability Pillar had allocated £4.07m with an amount of £2.78m allocated towards Wellbeing Projects. The Chair voiced her disappointment of the allocation and felt that a larger allocation would be able to achieve more and have a significant impact on addressing Wellbeing inequalities in the region.

Dr Justin Varney noted that in principle he was supportive of the submission, however noted that in terms of the extension of the Commonwealth Active Communities proposal that the interim evaluation demonstrated the values of further funding and suggested that a decision was not made on this proposal until the evaluation had been received.

Lola Abudu requested that the proposals for project funding ensured that they reached out to communities, made a difference to disadvantaged communities and helped close the gap.

Resolved:

- (1) That the overall process and funding allocations for each pillar in the Commonwealth Games Legacy Contingency Funding paper be noted.

(2) The comments made by member of Wellbeing Board in relation to the proposed process of business case approvals as well as project proposals be noted.

(3) The proposals funded through the Wellbeing portion of the Wellbeing and Sustainability Pillar be noted.

39. WMCA Sport England Partnership

The board received a joint presentation from the Strategic Lead for Wellbeing and Prevention and Adam Rigarlsford, Sports England outlining the shared outcomes of both the WMCA and Sports England moving forward. It was hoped that through a joined-up approach and aligning of Sports England 'Uniting the Movement 2021-2031 Strategy' and WMCA 'Plan for Growth' and 'Health of the Region Report' would set agreed priorities targeting cohorts in the region who were least active and seek to achieve gains and values from partnership working.

Dr Justin Varey hoped that this new programme would allow the region to work more collectively and collaboratively to address and champion physical activity in the region.

Resolved:

(1) That the presentation be noted.

40. West Midlands Mental Health Commission

The board received a report from the Chair of the Mental Health Commission and the Head of Mental Health Partnerships updating them on the work of the WMCA convened West Midlands Mental Health Commission. The report outlined the key findings, recommendations on a topic by topic bases with some indications of good practice as well as indication of areas of focus for implementation projects and outlined the next steps.

The Chair of the Commission thanked the WMCA officers who were supporting this commission and noted that a wide range of partners from various organisations had participated in engagement activities to progress the commission.

Both the Chair of this board and Councillor Jasbir Jaspal highlighted that the commission was making good progress and looked to establish good and clear partnerships with stakeholders to address mental health inequalities within the region. The Chair also highlighted the need to address the gap in confidence with middle age males and the older generation in coming forward and seeking support to address their Mental Health Needs.

The Director of Economy, Skills and Communities reported that this work had also been shared with the Mayor who was supportive of the work being undertaken. It was hoped that the Commission would be finalised in June 2023.

Resolved:

- (1) The comments made by members of the board be noted.
- (2) That the final report being developed and launched after May 2023 be noted.

41. Improving Health & Reducing Inequalities - Combined Authorities Programme

The board received a report from the Health Inequalities Policy Officer providing an overview of the work of the WMCA-led improving health and reducing inequalities sharing background details, purpose and the scope of the programme.

Both the Chair and Councillor Jasbir Jaspal welcomed the report and noted the positiveness of successfully securing £1.3m from the Health Foundation on behalf on the consortium of eight Combined Authorities to lead and deliver the 'Improving Health and Reducing Inequalities' Combined Authorities Programme. They also noted and felt that the embedded policy officer would generate new learning across the areas.

Dr Justin Varney suggested that work be undertaken to develop a plan that outlined key priority areas to be targeted first priority and the link between the health region taskforce.

Resolved:

- (1) That the progress made against the Combined Authorities Programme be noted.
- (2) Members comments and view on the initial and emerging plans be noted.
- (3) That the programme launches in June 2023 with a programme plan being shared with this board in due course.

42. Wellbeing Board High Level Deliverables Update

The Board received a report from the Head of Health and Communities outlining the progress made against high level deliverables previously agreed by the board in July 2022. An update was provided and noted by members of the board in relation to the West Midlands Mental Health Commission, Health of the Region, Thrive at Work and Thrive into Work.

Resolved:

- (1) The progress made to date on the 2022/23 High Level Deliverables be noted.
- (2) That the board continue to receive an update on the High-Level Deliverables at each future meeting.



Young Combined Authority

Young Combined Authority (YCA) Board update, March 2022

Update

It has been a busy few months for the YCA, hosting Mental Health Commission Focus Groups on 21st January, taking part National Youth Assembly Transport meeting with Mayors on 28th February

Mental health Commission Focus Groups

YCA hosted a series of Focus groups to review the findings and recommendations of the mental Health Commission. Focus Groups were youth -led as a number of YCA members received training and lead and facilitated the whole day with support from Aspire4U. YCA members were joined by young people from across the YCA network.

The day focused on 3 of the 6 MHC themes, Racial Inequality, Education and Cost of Living. Below is a summary of the thoughts shared by young people across the region.

Racial Inequality

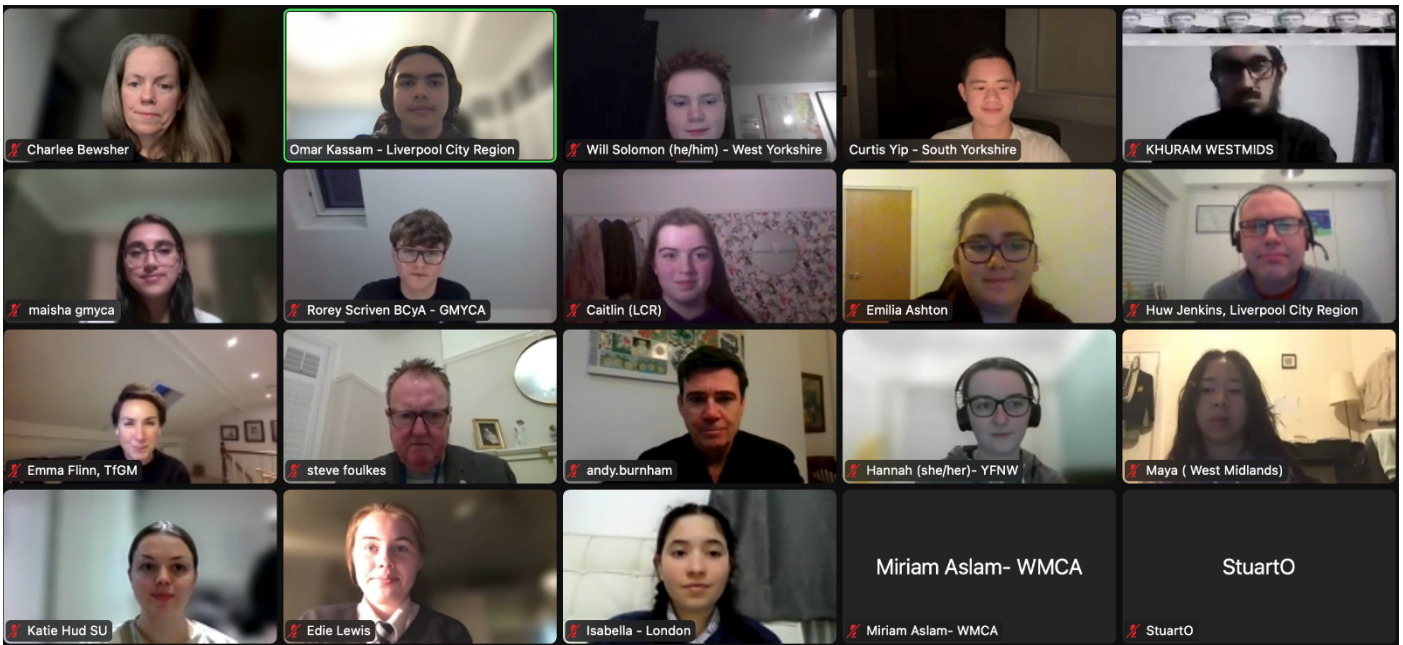
- Frustration around 'going in circles', for example 'community trauma', where governments continue to cause trauma for radicalised communities (such as Windrush).
- Stigma and prejudgement, were raised an issue in some racialised communities and how that contributes towards silence around mental health.
- The group valued the importance of mentioning family trauma as well wider, societal community trauma in racialised groups.
- Mostly agreed with having more therapists from diverse backgrounds, however lived experience and empathy is also important.
- More education needed in schools for young people about different ethnic backgrounds.

Education:

- Expression of need for better mental health support / access in schools, especially from counsellors or practitioners who are able to build trust with young people.
- Importance of listening to students who are 'misbehaving' and getting to the route of the issues (mental ill-health or neurodiversity) and providing support so they can stay in school (avoid exclusions).

Cost of Living:

- General agreement that wages need to be increased to a reasonable living wage / in line with inflation.
- Acknowledgement that cost-of-living issues impacts deprived communities the most.
- Agree with the link between poverty and other issues (like drug use, domestic abuse and ACEs).
- Lack of awareness around support services for cost of living and wellbeing.



National Youth Assembly

YCA's across the country came together to share findings from the National Youth Transport Survey.

They highlighted the need for more affordable public transport and proposed a cross-regional travel card to simplify travel for young people.

Our YCA members raised the need for better infrastructure to support active travel, such as more bike lanes, access to showers at school, and more bike hire schemes.

The young people also drew attention to the perception of public transport being unsafe, but its statistically low and the need to address this if we are to get more young people on buses and trains.

Mayors Andy Street and Burnham were present and suggested taking the survey findings and recommendations to the Urban Transport Group and creating a formal Youth Transport board.

Coming up: YCA/ FSPG Youth Summit

The provisional date is: Wednesday 28th June and the Mayor will be joining our young people as they explore faith and mental Health in partnership with the Faith Strategic Partnership Group.

Any questions, please email: Miriam.Aslam@wmca.org.uk

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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