

# Public Document Pack



West Midlands  
Combined Authority

## WMCA Board

**Date:** Friday 15 September 2023

**Time:** 11.00 am **Public meeting** Yes

**Venue:** Council Chamber, Birmingham City Council, Council House, Victoria Square, Birmingham, B1 1BB

### Membership

#### Constituent Members

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

Councillor Adrian Andrew  
Councillor Mike Bird  
Councillor Paul Bradley  
Councillor Kerrie Carmichael  
Councillor John Cotton  
Councillor Ian Courts  
Councillor George Duggins  
Councillor Patrick Harley  
Councillor Abdul Khan  
Councillor Bob Piper  
Councillor Stephen Simkins  
Councillor Sharon Thompson

#### Appointing Authority

Mayor of the West Midlands Combined Authority  
Solihull Metropolitan Borough Council

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

#### Non-Constituent Members

Councillor Shaun Davies  
Councillor Matthew Dormer  
Councillor Tony Johnson  
Councillor Susan Juned  
Councillor Lezley Picton  
Councillor Derek Poole  
Councillor Izzi Seccombe  
Councillor Paul Turner  
Councillor Kristofer Wilson  
Councillor David A Wright

Telford & Wrekin Council  
Redditch Borough Council  
Cannock Chase District Council  
Stratford-on-Avon District Council  
Shropshire Council  
Rugby Borough Council  
Warwickshire County Council  
Tamworth Borough Council  
Nuneaton and Bedworth Borough Council  
North Warwickshire Borough Council

**Observers Awaiting Membership**

Councillor Ian Davison

Warwick District Council

**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**

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dan.essex@wmca.org.uk

# AGENDA

No.	Item	Presenting	Pages
<b>Items of Public Business</b>			
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 - 21 July 2023	Chair	1 - 6
5.	Forward Plan	Chair	7 - 12
6.	Regional Activity & Delivery Update	Chair	Verbal Report
<b>Finance</b>			
7.	Financial Monitoring Report 2023/24	Councillor Bob Sleigh	13 - 40
<b>Environment &amp; Energy</b>			
8.	Business Energy Advice Service	Councillor John Cotton	41 - 50
<b>Transport</b>			
9.	Refreshed Regional Road Safety Strategy	Councillor Mike Bird	51 - 98
10.	City Region Sustainable Transport Settlement Re-base Proposal	Councillor Mike Bird	99 - 106
<b>Governance</b>			
11.	Appointment of Combined Authority Returning Officer	Councillor Bob Sleigh	107 - 108
12.	Economic Growth Board - Updated Terms of Reference	Chair	109 - 114

<b>Minutes</b>			
13.	Investment Board - 19 June 2023	Councillor Bob Sleigh	115 - 128
14.	Transport Delivery Overview & Scrutiny Committee - 3 July 2023	Councillor John McNicholas	129 - 134
15.	Overview & Scrutiny Committee - 10 July 2023	Councillor Cathy Bayton	135 - 140
<b>Date of Next Meeting</b>			
16.	Friday 13 October 2023 at 11.00am	Chair	None



**West Midlands  
Combined Authority**

## **WMCA Board**

**Friday 21 July 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 Paul Bradley	Dudley Metropolitan Borough Council
Councillor John Cotton	Birmingham City Council
Councillor Ian Courts	Solihull Metropolitan Borough Council
Councillor George Duggins	Coventry City Council
Councillor Patrick Harley	Dudley Metropolitan Borough Council
Councillor Stephen Simkins	City of Wolverhampton Council
Councillor Sharon Thompson	Birmingham City Council

#### **Non-Constituent Members**

Councillor Andy Crump	Warwickshire County Council
Councillor Matthew Dormer	Redditch Borough Council
Councillor Tony Johnson	Cannock Chase District Council
Councillor Kristofer Wilson	Nuneaton & Bedworth Borough Council

#### **Co-opted Member**

Lee Barron	Midlands Trades Union Congress
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#### **Observer Member**

Councillor Greg Brackenridge	West Midlands Fire Authority
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#### **In Attendance**

Richard Barlow	Young Combined Authority
Councillor Cathy Bayton	Overview & Scrutiny Committee
Hamaam Shire	Young Combined Authority
Mark Smith	Audit, Risk & Assurance Committee

#### **20. Apologies for Absence**

Apologies for absence were received from Councillor Adrian Andrew (Walsall), Councillor Kerrie Carmichael (Sandwell), Councillor Shaun Davies (Telford & Wrekin), Councillor Abdul Khan (Coventry), Councillor Susan Juned (Stratford-on-Avon), Councillor Lezley Picton (Shropshire), Councillor Bob Piper (Sandwell), Councillor Derek Poole (Rugby), Councillor Izzi Seccombe (Warwickshire), Councillor Paul Turner (Tamworth) and Councillor David Wright (North Warwickshire).

## **21. Chair's Remarks**

### **(a) Councillor Ian Brookfield, City of Wolverhampton Council**

The Chair noted the recent sad death of Councillor Ian Brookfield, Leader of the City of Wolverhampton Council and the WMCA's Portfolio Lead for Economy & Innovation. He paid tribute to his public service across the region and the significant contribution he had made to the WMCA during his time on the authority. Councillor Stephen Simkins highlighted his strong sense of fairness and an unwavering desire to help people. Members of the board echoed these comments and observed a minute's silence in his memory.

### **(b) Paul Johnson, Chief Executive, Solihull Metropolitan Borough Council**

The Chair congratulated Paul Johnson on his recent appointment as the new Chief Executive of Solihull Metropolitan Borough Council.

## **22. Minutes - 9 June 2023**

The minutes of the meeting held on 9 June 2023 were agreed as a correct record. In respect of minute no. 138 ('Appointment of WMCA Boards and Committees 2023/24'), it was agreed that Councillor John McNicholas be appointed Chair of the Transport Delivery Overview & Scrutiny Committee, and Councillor Matthew Dormer be appointed as the non-constituent authorities' representative on the Investment Board.

## **23. Forward Plan**

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

## **24. Regional Activity & Delivery Update**

The board received a presentation from the Director of Communications setting out the regional activity in recent months. The WMCA's 2023 Investment Prospectus had been launched, setting out £20bn worth of opportunities to invest in a diverse range of housing, commercial, regeneration and infrastructure projects, a £12.6m boost for the West Midlands' growing cycle network, and a commitment from SEGRO to invest £2bn over the coming decade to deliver next generation, net-zero warehouse facilities. The presentation also highlighted regional trends in respect of business activity, the labour market and employment.

Councillor Mike Bird requested that a future presentation also provide details on the activity of Birmingham Airport so that the board could get a clearer picture of its current operations.

Resolved:

The update be noted.

## **25. Financial Monitoring Report 2023/24**

The board considered a report of the Executive Director of Finance & Business Hub providing an update on the WMCA's finances as at 31 May 2023, an update on the medium-term financial strategy and the risks facing the organisation. The report provided details of the 2022/23 treasury activities and highlighted compliance with policy and strategy previously approved in relation to treasury management.

Within transport, there was a surplus of £900,000 which represented a favourable variance from budget of £600,000. Apart from the savings arising from vacancies, the most notable variances related to concessions where savings to date due to lower patronage and fare levels had been transferred to a reserve to protect against future risks in relation to the transport network. The main risk in relation to the network related to the commercial viability of the sector and the increasing requirement for significant on-going public funding if access standards were to be maintained.

Councillor Mike Bird noted the importance of the WMCA agreeing a plan to stabilise transport funding, including determining future levels of the transport levy. Councillor Patrick Harley noted the importance of identifying trends in passenger usage when identifying new transport schemes to ensure that there was a proactive development of the region's transport network.

Resolved:

- (1) The financial position as at 31 May 2023 be noted.
- (2) The continuing policy of transferring in-year savings on concessions budgets to an earmarked reserve to mitigate network risks be approved.
- (3) Authority be delegated to the s151 Officer and appropriate portfolio leads to accept funds awarded to the WMCA ahead of the next WMCA Board meeting on 15 September 2023.
- (4) The update on the WMCA's Medium Term Financial Plan be noted.
- (5) The update on bus recovery funding be noted.
- (6) The intention to utilise a funding package comprised of £40m repurposed Bus Service Improvement Plan monies, £19m of transport risk reserves and Bus Service Operators Grant+ funding to secure a commitment from operators to maintain the network to December 2024 and to engage with other key commitments in the Enhanced Partnership be noted.
- (7) The update on the Commonwealth Games Enhancement Legacy Fund be noted.
- (8) The Treasury Management Outturn 2022/23 be noted.

**26. Levelling Up Zones and Investment Zones**

The board considered a report of the Executive Director of Strategy, Integration & Net Zero providing an update on recent discussions with Government and seeking endorsement of the proposed direction of travel on the West Midlands Levelling Up Zones and Investment Zone propositions.

Investment Zones and Levelling Up Zones had slightly different policy objectives and tools available to them. The approach the WMCA had taken was to ensure that it applied the tools available in the most effective way to meet the different spatial and economic priorities in each zone, whilst seeking to get as close to meeting Government guidance as possible. The WMCA had continued to be clear that for the West Midlands, Investment Zones and Levelling Up Zones had to be developed and announced in parallel. The Government had said that it welcomed and supported this approach.

Councillor John Cotton welcomed the report and stressed the importance of a life sciences site to bring new jobs into the region. The Executive Director of Strategy, Integration & Net Zero undertook to look at whether this could be included within the proposals currently being developed. Councillor Stephen Simkins stressed the importance of these proposals in the region determining for itself what was needed to help drive its levelling up ambitions.

Resolved:

- (1) The emerging proposition on the West Midlands Investment Zone be agreed as the basis for negotiation with Government.
- (2) The emerging proposition for Levelling Up Zones be endorsed as the basis for negotiations with Government.
- (3) That further work be carried out between local authority and combined authority teams to develop a proposal for the WMCA Board on an integrated approach to financing and funding of Levelling Up and Investment Zones.

**27. Environment & Energy Board - 1 March 2023**

The board considered the minutes of the Environment & Energy Board held on 1 March 2023.

Resolved:

The minutes of the meeting held on 1 March 2023 be noted.

**28. Overview & Scrutiny Committee - 13 March 2023**

The board considered the minutes of the Overview & Scrutiny Committee held on 13 March 2023.



In respect of minute no. 124 ('Mayoral Question Time: Budget - Response from the Mayor to the Observations Presented to the WMCA Board on 13 January 2023'), Councillor Cathy Bayton reported that the Director of Law & Governance was due to submit a report on the oversight of the WMCA's arm's length companies to a future meeting of the Audit, Risk & Assurance Committee.

Resolved:

The minutes of the meeting held on 13 March 2023 be noted.

**29. Investment Board - 17 April 2023**

The board considered the minutes of the Investment Board held on 17 April 2023.

Resolved:

The minutes of the meeting held on 17 April 2023 be noted.

**30. Audit, Risk & Assurance Committee - 18 April 2023**

The board considered the minutes of the Audit, Risk & Assurance Committee held on 18 April 2023.

Resolved:

The minutes of the meeting held on 18 April 2023 be noted.

**31. Housing & Land Delivery Board - 24 April 2023**

The board considered the minutes of the Housing & Land Delivery Board held on 24 April 2023.

Resolved:

The minutes of the meeting held on 24 April 2023 be noted.

**32. Young Combined Authority - July 2023 Update**

The board considered a report of the Young Combined Authority setting out its recent activity over the last few months. A mental health youth summit had been held, which had discussed a number of inter-related cross-cutting issues that impacted on the mental health of younger people. Councillor Mike Bird noted the importance of younger people having a good understanding of finance and budgeting. Richard Barlow welcomed these comments and suggested a better understanding of the importance of budgeting had a role to play for people suffering from cost of living challenges.

Resolved:

The report be noted.

- 33. Date of Next Meeting**  
Friday 15 September 2023 at 11.00am.

The meeting ended at 12.35 pm.



# West Midlands Combined Authority

## Forward Plan

## Forthcoming key decisions

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Portfolio Lead	Employee to contact:
<b>Regional Activity &amp; Delivery Update</b> To provide an update on recent activity of the WMCA.	WMCA Board 15 September 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
<b>Appointment of WMCA Returning Officer</b> To appoint a Returning Officer for the 2024 mayoral election.	WMCA Board 15 September 2023	Open	Andy Street Mayor	Julia Cleary Head of Corporate Support & Governance
<b>Financial Monitoring Report</b> To provide a summary of the WMCA's financial position as at 31 July 2023.	WMCA Board 15 September 2023	Open	Councillor Bob Sleight Finance Portfolio Lead	Beverly Sullivan Financial Planning and Coordination Manager
<b>Business Energy Assessment Service</b> To approve funding previously considered by Investment Board.	WMCA Board 15 September 2023	Open	Councillor John Cotton Environment, Energy & HS2 Portfolio Lead	
<b>Refreshed Regional Road Safety Strategy Launch</b> Refreshed Regional Road Safety Strategy Launch	WMCA Board 15 September 2023	Open	Councillor Mike Bird Transport Portfolio Lead	Darren Divall Regional Road Safety Manager

<p><b>City Region Sustainable Transport Settlement 1 Re-base Proposal</b> To provide an update on the CRSTS, specifically regarding a re-baselining exercise that has been undertaken across the programme, at the request of the Department for Transport, in order to reflect inflationary construction cost pressures.</p>	WMCA Board 15 September 2023	Open	Councillor Mike Bird Transport Portfolio Lead	Mike Waters Director of Policy, Strategy and Innovation - TfWM
<p><b>Economic Growth Board - Terms of Reference</b> To consider the revised terms of reference of the Economic Growth Board.</p>	WMCA Board 15 September 2023	Open	Economy & Innovation Portfolio Lead	Jonathan Skinner Head of Economic Policy and Partnerships
<p><b>Regional Activity &amp; Delivery Update</b> To provide an update on recent activity of the WMCA.</p>	WMCA Board 13 October 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
<p><b>Deeper Devolution Deal</b> To ratify the Deeper Devolution Deal</p>	WMCA Board 13 October 2023	Open	Councillor Sharon Thompson Levelling Up Portfolio Lead	Ed Cox Executive Director of Strategy, Integration & Net Zero
<p><b>Regional Activity &amp; Delivery Update</b> To provide an update on recent activity of the WMCA.</p>	WMCA Board 17 November 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
<p><b>Financial Monitoring Report</b> To provide a summary of the WMCA's financial position as at 30 September 2023.</p>	WMCA Board 17 November 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	Beverly Sullivan Financial Planning and Coordination Manager
<p><b>Single Settlement</b> To provide an update on the latest developments regarding the single settlement arrangements.</p>	WMCA Board 17 November 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	

<p><b>Air Quality Framework</b> To approve the draft framework that reviews all of the measures possible to accelerate improvements to regional air quality, following public consultation and consideration by the Environment &amp; Energy Board.</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor John Cotton Environment, Energy &amp; HS2 Portfolio Lead</p>	<p>Jacqueline Homan Head of Environment</p>
<p><b>Homelessness Taskforce</b> Update on the work of the Homelessness Taskforce</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor Kerrie Carmichael Inclusive Communities Portfolio Lead</p>	<p>Julia Cleary, Claire Dhami, Neelam Sunder Head of Corporate Support &amp; Governance, Head of Systems Change and Inclusion,</p>
<p><b>Bus Franchising Update</b> To provide a further update on work to support the consideration of any future bus franchising decision.</p>	<p>WMCA Board 12 January 2024</p>	<p>Part exempt</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	<p>Pete Bond Director of Integrated Transport Services</p>

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## The Forward Plan

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

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

### What is a key decision?

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

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

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

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

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

Councillors or members of the public wishing to:

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

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





## WMCA Board

<b>Date</b>	15 September 2023
<b>Report title</b>	Financial Monitoring Report 2023/24
<b>Portfolio Lead</b>	Finance - Councillor Bob Sleigh
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
<b>Accountable Employee</b>	Linda Horne, Executive Director of Finance and Business Hub email: linda.horne@wmca.org.uk
<b>Report has been considered by</b>	Executive Board – 6 September 2023 WM FDs – 7 September 2023

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

#### WMCA Board is recommended to:

- (1) Note the financial position as at 31 July 2023, as detailed in Sections 2 and 3.
- (2) Note the latest full year forecast for 2023/24 as detailed in Section 4.
- (3) Note the new grant awards to the WMCA as shown in Section 5.
- (4) Note the update on WMCA's Medium Term Financial Plan, as detailed in Section 6.
- (5) Note that as detailed in paragraph 6.4, the principal contractor for the delivery of rail stations in Darlaston and Willenhall filed an administration notice on 17 August 2023. Whilst WMCA are working to limit any adverse exposure, cost increases and schedule delay are likely to occur. Further updates will be brought to the Board as the revised delivery arrangements become clear.
- (6) Note the update on bus funding in Section 7 including the approved change requests for BSIP and ZEBRA
- (7) Approve an increase in the number of directors to be appointed to the Board of Midland Metro Limited (MML) from four to five (Section 8).

- (8) Delegate to the Chief Executive of WMCA the process of recruitment of two independent directors to the MML Board one of whom would be appointed Chair of the MML Board with the final appointment to be referred to the Board for noting.
- (9) Note the recharge of 2023/24 Business Rates Growth monies, as detailed in Section 9.
- (10) Note the Treasury and Prudential indicators for the period ending 30 June 2023 (Quarter1) as outlined in Section 10 and Appendix 12 of this report.
- (11) Approve an increase of £25.5m in the loan limit of an existing Commercial Investment Fund loan to support the continued development of the Holbrook Lane industrial development in Coventry as detailed in section 11.

## **1.0 Purpose**

- 1.1 To provide an update on the Combined Authority's finances as at 31 July 2023, an update on the medium term financial plan and risks facing the organisation.

## **2.0 2023/24 Year to Date Revenue Position**

- 2.1 Appendix 1 shows the overall consolidated revenue position for the West Midlands Combined Authority, whilst Appendices 2 to 4 present the detailed summaries for Transport, the WMCA Delivery Portfolios and the Mayoral office respectively.
- 2.2 The position at the end of July is a surplus of £3.0m which is a favourable variance from budget of £2.7m.
- 2.3 Within Transport there is a surplus of £2.2m which represents a favourable variance from budget of £2.0m. Apart from staff savings, the year to date position reflects additional government funding in the form of the Local Transport Fund (LTF) that has now been confirmed to support the bus network from April to June 2023. The LTF will support the increasing costs of the tendered bus service across the year and will be fully utilised by March 2024. Some savings have also materialised on Concessions due to lower patronage and fare levels. In line with agreement from the Board, these savings have been transferred to a reserve to protect against future transport network risks.
- 2.4 Within the Portfolio budgets there is a favourable variance of £0.7m where savings against staffing and external advice budgets have materialised.
- 2.5 The Mayoral Office position as at the end of July 2023 was in line with budget.

### 3.0 2023/24 Capital Programme Position

3.1 The capital programme totals £593.9m for 2023/24 which is an increase of approximately £2.0m since the capital budget was approved in June 2023. The changes are detailed in the table below:

	£m	£m
<b>Budget as approved by Board June 2023</b>		<b>591.9</b>
<b>In year changes:</b>		
<b><u>New funding</u></b>		
Pothole funding to be passported to Local Authorities	3.6	
Asset Management third party awards	0.2	
<b><u>Rephasing</u></b>		
Late adjustment relating to Metro Programme	-1.8	
<b>Total changes</b>		<b>2.0</b>
<b>Revised capital budget 2023/24 as at July 2023</b>		<b>593.9</b>

3.2 Appendix 5 sets out the position on the Capital Programme as at the end of July 2023. Actual costs totalled £105.0m, resulting in a favourable variance of £33.4m against a phased budget of £138.4m.

3.3 The year to date expenditure to budget variance is primarily contained within Transport (£12.5m), Housing and Regeneration (£8.8m) and a further £8.7m within the capital programme delivered externally by Local Authorities.

3.4 Within Transport, the variances are mainly within Metro (£5.8m), Rail (£2.9m) and Data and Digital (£1.7m). Within Metro, accelerated works on the Wednesbury to Brierley Hill extension (£4.7m) have been offset by £10.5m rephasing of works and land purchases on other schemes. The variance on the Rail relates to Rail Package 2 where operational issues at each of the sites including a listed wall and a water well has meant a rescheduling of works. There are savings against budget to date on the Data and Digital workstreams relating to the timing of CCTV installation and other project support work.

3.5 Within the Housing and Regeneration programme, works within the Land and Property Investment Fund (LPIF), mainly in relation to the Phoenix 10 project, have been rephased, with commencement later in the year. Other movements relate to two projects (Stratford Gateway pipeline and Erdington Baths pipeline) that are still to be brought forward, compared to the original dates per the budget.

3.6 Appendix 10 summarises funding commitments approved by WMCA for projects within the CRSTS Programme, which totals £504.33m as at the end of July.

## 4.0 Revenue and Capital Forecast Update

- 4.1 The first forecast of 2023/24 was completed in July. This forecast incorporates the latest position on central government funding and the profiling and cost of delivering activities over the remainder of the year.
- 4.2 The capital forecasts show a reduction in spend of £44.2m (around 7.5% of the budget) with the biggest movement within Metro, specifically Birmingham Eastside Extension £17.7m, to reflect the latest programme. Forecasts have now been received from Local Authorities resulting in a £18.0m reduction in spend against budget within the externally delivered schemes. Other areas remain relatively close to budget. The latest forecasts are detailed in Appendices 6 and 7 of this report.
- 4.3 The revenue position is virtually break-even, with an overall surplus of £0.1m expected by 31 March 2024, made up of £0.06m in Transport and £0.07m within Portfolios. Within Transport, savings within the ENCTS Concessions and Tendered Services budget, totalling £1.8m, have been transferred to the reserves to protect against future risk on the transport network and to support the 2024/25 budget.
- 4.4 Windfall gains of £4.9m on Treasury management activities due to higher interest rates have been transferred to reserves to provide resilience through the current year and going forward into 2024/25, especially in light of the current MTFP position.

## 5.0 New Funding

- 5.1 Since the last report, new grant funding, totalling £6.6m has been secured, as the WMCA continues in its efforts to source additional funding to deliver its priorities. Details of these grants are summarised in the table below.

Grant name	Value	Grant period		Purpose
	£m	From	To	
Biodiversity Net Gain	0.027	Apr-23	Mar-24	To deliver measures that prepare for applying at least a 10% biodiversity net gain to developments. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Grant must be fully spent by the end of financial year.
Local Nature Recovery Strategies (LNRS) Preparation	0.127	Apr-23	Mar-24	To fund the costs of developing and preparing the Local Nature Recovery Strategy which will outline proposals for how and where to recover nature and improve the wider environment. This grant forms the first year of two years of funding for LNRS preparation. The second year of funding will be distributed in 2024/25, pending review of LNRS progress by Defra. There is no restriction on funding being carried over to the next financial year, and the grant is not ring-fenced.
Careers and Enterprise Company	1.245	Sep-23	Aug-24	Funding of the Careers Function following LEP integration
Live Labs Capital funding	1.614	Apr-23	Mar-24	To fund the Transport for West Midlands Live Labs project which is exploring ways to decarbonise local highways infrastructure in the region
Local Transport Capital Block Funding (Pothole Fund)	3.617	Apr-23	Mar-24	Capital grant for repairs of potholes across the region. Announced as part of the 2023 budget
<b>Total</b>	<b>6.630</b>			

## 6.0 2023/24 MTFP Update

- 6.1 A review and update of the Medium Term Financial Plan (MTFP) has taken place over the Summer to reflect any known changes. The latest position is presented in the table below and represents the current base case position. The uncertainty that was noted in the last MTFP update has remained, and this continues to impede the WMCA's ability to set multi-year budgets. Single settlement and the ongoing discussions with Government will provide some opportunities for 2025/26 onwards, and as these discussions develop and there is certainty around value and timing, these opportunities will be incorporated into future iterations of the MTFP. It should be noted that whilst the current agreement with providers provides some protection to the network up to December 2024, beyond that period, the Authority remains exposed to the financial risk of further commercial de-registrations which are estimated could cost up to an additional £30m per annum.

£m	Budget	MTFP				
	23/24	24/25	25/26	26/27	27/28	28/29
Transport Levy	119.4	119.4	119.4	119.4	119.4	119.4
Revenue Grants & Other Income	42.8	57.0	2.6	2.5	2.5	2.5
Adult Education Funding	141.4	141.4	141.4	141.4	141.4	141.4
Share of Business Rates	12.0	13.5	15.0	16.5	18.0	19.5
Constituent Membership	4.6	4.6	4.6	4.6	4.6	4.6
Non Constituent Members	0.4	0.4	0.4	0.4	0.4	0.4
Investment Programme	36.5	36.5	36.5	36.5	36.5	36.5
Investment Income	5.2	5.9	5.9	5.9	5.9	5.9
Use of Reserves	9.2	0.6	-	-	-	-
<b>Total Funding</b>	<b>371.5</b>	<b>379.4</b>	<b>325.8</b>	<b>327.2</b>	<b>328.7</b>	<b>330.2</b>
Transport for West Midlands	133.2	148.4	158.9	179.3	184.0	189.4
Strategy, Innovation and Net Zero	5.0	6.4	6.5	6.7	6.9	7.1
Economic Delivery, Skills and Communities	186.6	201.7	149.5	149.6	149.9	150.3
Housing and Regeneration	1.8	1.3	1.4	1.4	1.4	1.4
Corporate Support Recharges to Portfolios	3.6	3.7	4.9	5.3	5.3	5.5
Investment Programme	40.4	41.6	42.1	42.8	43.7	44.4
Mayoral Office	0.9	1.0	1.0	1.1	1.1	1.2
Mayoral Election	-	4.0	1.0	1.0	1.0	1.0
<b>Total Expenditure</b>	<b>371.5</b>	<b>408.1</b>	<b>365.3</b>	<b>387.0</b>	<b>393.4</b>	<b>400.3</b>
<b>Net Expenditure</b>	<b>0.0</b>	<b>(28.7)</b>	<b>(39.5)</b>	<b>(59.9)</b>	<b>(64.6)</b>	<b>(70.1)</b>
Transport	-	(28.7)	(39.5)	(59.9)	(64.6)	(70.0)
Delivery	-	-	-	-	-	-
Investment Programme	-	-	-	-	-	-
Mayoral Office	-	-	-	-	-	-
Enabling Services	-	-	-	-	-	-
<b>Total Surplus / (Deficit) excluding risk</b>	<b>-</b>	<b>(28.7)</b>	<b>(39.5)</b>	<b>(59.9)</b>	<b>(64.6)</b>	<b>(70.0)</b>

- 6.2 Due to the significant medium term challenges and the uncertainties around what Single Settlement may mean for the Authority, at its meeting of September 4<sup>th</sup>, Mayor and Met leaders considered various options available to the Authority to deliver a balanced Medium Term Financial Plan and Budget for 2024/25. Met Leaders agreed to discuss within their individual Authorities with a further discussion planned for October which will be followed by a further update to Board.
- 6.3 The pressures on the capital programme have been widely reported to Board. A report on the CRSTS re-baselining, a one-time exercise agreed by Department of Transport and HM Treasury in response to high inflation, has been included as a separate agenda item for this meeting.
- 6.4 On 17 August 2023, WMCA was alerted to the fact that the principal contractor for the delivery of two rail stations in Willenhall and Darlaston filed an administration notice, due

to a deteriorating financial position within the company. Whilst actions have been taken by WMCA to limit financial exposure to this circumstance, knock on implications for the project cost and schedule are unlikely to be fully avoided. A further update will be brought to Board in due course.

- 6.5 The annual business planning process for 2024/25 will take place over August to November. Building on the successes of the previous year, the collaborative approach will enable detailed plans showing top project and BAU activity function and portfolio to be delivered next financial year, whilst also driving further efficiencies and aligning with a bottom-up budget and identified resources. The process will start to shift towards outcome-focused performance indicators, so that the organisation is capturing and measuring what is important and what should be considered as key performance indicators. It is these performance indicators that will be reported on to demonstrate the impact of our activities and to assess whether we are on track.
- 6.6 It is acknowledged that the move to single settlement will require a full review of planning arrangements, including those for financial planning, to ensure that they are fit for purpose in the new operating environment. This will be developed over the rest of 2024 and into 2025 as details become clearer on requirements ready for 2025/26 planning.

## **7 Bus Funding Update**

- 7.1 Since the last report, WMCA has received notification from Department for Transport (DfT) that its change request to repurpose £40m of Bus Service Improvement Plan funds for ongoing network support has been approved. WMCA is now progressing with the subsidy control assessment.
- 7.2 BSOG+ of £11m for 2023/24 with the same quantum expected in 2024/25 has been devolved to WMCA. WMCA are now in the process of agreeing terms and conditions with operators for receiving these funds and also reviewing subsidy control requirements.
- 7.3 In March 2022, WMCA was awarded £30.4m from DfT under the ZEBRA scheme to deliver 124 hydrogen powered buses and associated infrastructure, including 24 articulated vehicles for Sprint BRT routes. In March 2023, a change request was submitted to the DfT to switch the articulated buses from hydrogen fuel cell to battery electric powered vehicles and extend the delivery timeline for the full project to May 2026<sup>1</sup>. DfT Ministers approved these change requests on 20<sup>th</sup> July 2023 but have reduced the total grant value by £1.65m to £28.7m in reaction to the reduction in the costs of articulated vehicles resulting from the change in technology. The project will now deliver 100 hydrogen fuel cell buses and refuelling infrastructure as well as 24 battery electric articulated buses and charging infrastructure. As the ultimate grant recipient, National Express have accepted the new grant terms and the project will progress in line with the new timetable.
- 7.4 The provision of Ring and Ride is due to go out to tender, currently a review of optimum service provision based on latest demand and usage, delivered most cost effective manner is being undertaken. In the interim it is proposed that the current arrangement with the existing supplier is extended to October 2024 at a cost of c£6m.

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<sup>1</sup> Whilst DfT has set a condition for May 2026 - WMCA intends to negotiate. This delivery date was based on the change request being agreed by May this year. As it took DfT till July this year to decide, it is entirely reasonable for the programme to shift accordingly. We are in initial discussion with DfT and await final confirmation.

## 8 Midland Metro Limited (MML)

- 8.1 MML is a company wholly owned by WMCA. Following an Independent Review into the arrangements between WMCA and MML (as well as MMA), a number of recommendations were made including the recommendation that the independence of the MML Board should be strengthened by the appointment of independent directors including an Independent Chair. Existing arrangements are set out in a Shareholder Agreement between WMCA and MML and provides for the appointment for four Directors to the Board of MML including the Chair. The Shareholder's Agreement provides for WMCA to direct the appointment of directors to the MML Board and enables WMCA to increase the number of directors. It is proposed that the MML Board to be increased to five and for two of the directors to be independent directors who are not employees of WMCA. It is proposed that the Chair should be an industry expert and that both independent directors should be recruited through an open recruitment procedure. Independent directors appointed to the Board would expect to be remunerated for their services and it is therefore recommended that the Chief Executive be given delegated authority to negotiate the terms of the appointments of the Chair of the Board and of the independent director.

## 9 Business Rates Growth

- 9.1 In line with the approved 2023/24 Budget, the Board is requested to note a recharge to our Constituent Authorities for the 2023/24 Business Rate Growth monies from the 50% HMG share retained locally as part of the West Midlands pilot. This is agreed as £12m for the current year and has been allocated pro-rata using the underlying rateable values for each area, in a manner consistent with prior years.

Local Authority	2023/24 BR Growth Attributable to the Combined Authority
Birmingham	£5,253,100
Coventry	£1,444,700
Dudley	£1,022,800
Sandwell	£1,264,400
Solihull	£1,209,800
Walsall	£865,300
Wolverhampton	£939,900
<b>TOTAL</b>	<b>£12,000,000</b>

- 9.2 WMCA are continuing to prioritise the unlocking of long-term Business Rates Growth with Government through the Deeper Devolution Deal negotiations, and appropriate updates will be reported to the Board accordingly.

## 10 Compliance with Treasury and Prudential Indicators

- 10.1 In accordance with the 2021 CIPFA Prudential Code for Capital Finance in Local Authorities and 2021 CIPFA Treasury Management in the Public Services Code of Practice, the Authority is required to set Prudential and Treasury Management Indicators to help Members understand and evaluate the prudence and affordability of the

Authority's capital expenditure plans and the borrowing and investment activities undertaken in support of this.

- 10.2 It is recommended practice for these indicators to be reviewed and published - at least quarterly – within the appropriate monitoring report for the Authority.
- 10.3 Where 'actual' figures are required the source of these will be the latest audited financial statements together with any audit qualifications. Between the end of the financial year and the completion of audit, the latest available figures will be used, and their status clarified whenever they are so used. 'Estimates' to be disclosed are original or revised budget values for the current financial year.
- 10.4 All treasury management operations have also been conducted in full compliance with the Council's Treasury Management Practices.
- 10.5 Appendix 12 provides details of the Treasury and Prudential indicators for the period ending 30 June 2023 (Quarter1).

## **11.0 Commercial Investment Fund**

- 11.1 At its meeting on 24<sup>th</sup> July, the Investment Board agreed an increase in an existing CIF loan to support the continued development of the Holbrook Lane industrial development in Coventry, being developed by a Joint Venture between Chancerygate and Bridges Ventures. The increase in the loan limit of £25.5m requires WMCA Board approval in line with the Concentration Risk policy which is triggered at £20m. Investment Board were satisfied with the progress of the development and risk parameters of the loan, which are expected to remain below 50% loan to value of the completed scheme and are covenanted at 65% loan to value. The loan is supporting construction of 254,676 sqft of modern employment space with Phase 1 already achieving lettings.

## **12.0 Investment Programme**

- 12.1 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.
- 12.2 The June 2023 expenditure for the West Midlands Regional Investment Programme is shown at Appendix 8, which reports the gross delivery totals for programmes delivered by both WMCA and other entities (being primarily constituent member local authorities).
- 12.3 Appendix 9 summarises grant funding commitments approved by WMCA for projects within the WMCA Investment Programme, which total £853.7m as at 30 June 2023 (no overall change from the last reporting at WMCA Board in July 2023).
- 12.4 WMCA Investment Programme funding drawn / incurred by projects against these funding commitments as at 30 June 2023 totals £526.1m, an increase of £18.8m since the last report.



12.5 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.

### **13.0 Administered Funds**

13.1 Administered Funds totalled £73.0m as of 31 July 2023. The report excludes funds fully utilised and concluded by 31 March 2023. A breakdown of this amount is included within Appendix 11. Of this amount, £38.9m has been spent to date.

13.2 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.

13.3 Elements of the overarching grants listed at Appendix 11 which are not passported are excluded from this Appendix.

### **14.0 Balance Sheet**

14.1 Appendix 13 presents the West Midlands Combined Authority Balance Sheet which shows a healthy financial position as at 31 July 2023.

14.2 The increase in property, plant and equipment reflects TfWM capital spend in relation to the Metro extensions.

14.3 The increase in short-term deposits is largely due to receipts from the short-term loans with local authorities and grants received for City Region Sustainable Transport Settlement (CRSTS), Land Fund, Adult Education Budget (AEB) and Gainshare. This is offset by payments in respect of CRSTS, AEB, CIF loans drawdown, Investment Programme and Metro extension schemes.

These have led to a net increase in investments, short-term loans, grants receipts in advance and earmarked reserves.

14.4 Short-term debtors and short-term creditors/accruals have decreased mainly due to lower accounts receivables and accounts payables respectively.

### **15.0 Financial Implications**

15.1 The financial implications are set out in the report.

### **16.0 Legal Implications**

16.1 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.

### **17.0 Other Implications**

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

## **18.0 Appendices**

- Appendix 1 – WMCA Consolidated Summary – July 2023
- Appendix 2 – WMCA Transport Revenue Summary - July 2023
- Appendix 3 – WMCA Portfolio Budget Summary – July 2023
- Appendix 4 – WMCA Mayor Revenue Summary – July 2023
- Appendix 5 – WMCA Capital Programme – July 2023
- Appendix 6 – WMCA Delivered Capital Programme
- Appendix 7 – Externally Delivered Capital Programme
- Appendix 8 – Total Regional Investment Programme Expenditure – June 2023
- Appendix 9 – WMCA Investment Programme Commitments – June 2023
- Appendix 10 – WMCA CRSTS Programme Commitments – July 2023
- Appendix 11 – WMCA Administered Funds – July 2023
- Appendix 12 – Compliance with Treasury and Prudential Limits
- Appendix 13 – Balance Sheet – July 2023

## Appendix 1 WMCA Consolidated Revenue Budget Summary – July 2023

£000's	Full Year			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Transport Levy	39,785	39,785	0	119,355	119,355	0
Commonwealth Games	0	0	0	0	0	0
Revenue Grants & Other Income	5,566	19,209	(13,643)	44,934	44,141	793
Adult Education Funding	43,986	55,232	(11,246)	141,391	141,391	0
Share of Business Rates	0	0	0	12,000	12,000	0
Constituent Membership	1,548	1,548	0	4,644	4,644	0
Non Constituent Members	140	140	0	420	420	0
Investment Programme	2,184	3,744	(1,560)	36,500	36,500	0
Investment Income	2,108	1,571	537	5,552	4,712	840
Use of Reserves	3,362	3,352	10	9,295	9,201	94
<b>Total Funding</b>	<b>98,679</b>	<b>124,581</b>	<b>(25,902)</b>	<b>374,091</b>	<b>372,364</b>	<b>1,727</b>
Transport for West Midlands	40,912	42,871	1,959	128,590	128,557	(33)
Economic Delivery, Skills & Communities	48,195	74,626	26,431	186,283	186,554	271
Strategy, Integration and Net Zero	2,761	1,939	(822)	6,378	6,378	0
Housing & Regeneration	600	608	8	1,837	1,837	0
Portfolio Support	(1,004)	(1,094)	(90)	(3,178)	(4,274)	(1,096)
Investment Programme	3,993	5,050	1,057	53,153	52,418	(735)
Mayoral Office	247	290	43	894	894	0
Mayoral Election	0	0	0	0	0	0
<b>Total Expenditure</b>	<b>95,704</b>	<b>124,290</b>	<b>28,586</b>	<b>373,957</b>	<b>372,364</b>	<b>(1,593)</b>
<b>Net Expenditure (before earmarked reserves)</b>	<b>2,975</b>	<b>291</b>	<b>2,684</b>	<b>134</b>	<b>0</b>	<b>134</b>

The position at the end of July shows a surplus against budget of £2.7m. This comprises £2.0m within Transport and £0.7m within Portfolios.

With Transport there are staff savings due to vacant posts. In addition, the year to date position reflects additional government funding in the form of the Local Transport Fund (£1m) that has now been confirmed to support the bus network from April to June 2023. The LTF will support the increasing costs of the tendered bus service across the year.

Within the Concessions budget savings of £1.5m to date due to lower service provision have been transferred to a risk reserve in recognition of significant pressures around the transport network in the coming year.

Within Portfolios there are staff vacancies resulting in savings against the establishment budget along with underspends on external advice and the timing of draw down of funding for West Midlands 5G.

The year to date variance within the Economic Delivery, Skills & Communities Portfolio is within the Adult Education Budget (£11.2m), Digital Skills (£7.4m) and Multiply (£2.9m) largely due to the timing of awarding provider delivery contracts. In addition, there is a current variance of £4.4m relating to UKSPF due to the timing of approval to spend. Budgets have been re-profiled over the year to reflect the latest programmes and are expected to be largely recovered by the end of the year.

## Appendix 2 Transport for West Midlands Revenue Budget Position 31<sup>st</sup> July 2023

At the end of July 2023 there is a £2.0m favourable variance against budget.

	Year To Date			Full Year		
	Actual £'000	Budget £'000	Variance £000	Forecast £000	Budget £'000	Variance £000
Transport Levy	39,785	39,785	(0)	119,355	119,355	0
Business Rates	0	0	0	4,674	4,674	0
Use of Reserves	3,362	3,352	10	9,295	9,201	94
<b>Total Funding</b>	<b>43,146</b>	<b>43,137</b>	<b>9</b>	<b>133,324</b>	<b>133,229</b>	<b>94</b>
National Bus Concession	(14,785)	(14,804)	18	(47,251)	(47,251)	0
Metro / Rail	(1,523)	(1,523)	1	(4,572)	(4,572)	0
Child Concession	(1,811)	(2,036)	225	(6,937)	(7,162)	225
<b>Concessions</b>	<b>(18,119)</b>	<b>(18,363)</b>	<b>244</b>	<b>(58,760)</b>	<b>(58,985)</b>	<b>225</b>
Bus Stations / Infrastructure	(2,266)	(2,294)	28	(5,861)	(5,867)	5
Subsidised Network	(3,843)	(4,793)	950	(14,255)	(14,255)	0
Accessible Transport	(2,187)	(2,224)	38	(6,630)	(6,630)	(0)
<b>Bus Services</b>	<b>(8,295)</b>	<b>(9,311)</b>	<b>1,016</b>	<b>(26,747)</b>	<b>(26,752)</b>	<b>5</b>
Metro Services	(3,467)	(3,488)	21	(11,115)	(11,115)	0
Rail Services	(1,230)	(1,254)	24	(4,544)	(5,563)	1,019
<b>Rail and Metro Services</b>	<b>(4,697)</b>	<b>(4,742)</b>	<b>45</b>	<b>(15,660)</b>	<b>(16,679)</b>	<b>1,019</b>
Safety and Security	(317)	(453)	136	(2,374)	(2,374)	0
Passenger Information	(2,022)	(2,113)	91	(6,620)	(6,620)	0
Sustainable Travel	(636)	(632)	(4)	(2,005)	(1,891)	(114)
<b>Integration</b>	<b>(2,974)</b>	<b>(3,198)</b>	<b>223</b>	<b>(11,000)</b>	<b>(10,886)</b>	<b>(114)</b>
Network Resilience	(911)	(1,046)	135	(3,302)	(3,305)	3
Business and Democratic Support	(1,372)	(1,474)	102	(4,605)	(4,605)	0
Strategic Development	(1,141)	(1,318)	177	(4,389)	(4,391)	1
Transport Governance	(30)	(47)	17	(141)	(141)	(0)
Capital Finance Charges	(3,371)	(3,371)	(0)	(10,485)	(10,485)	0
Efficiency Target	0	0	0	1,826	3,000	(1,174)
<b>Total Expenditure</b>	<b>(40,911)</b>	<b>(42,870)</b>	<b>1,960</b>	<b>(133,263)</b>	<b>(133,229)</b>	<b>(34)</b>
<b>Net Surplus / Deficit</b>	<b>2,236</b>	<b>267</b>	<b>1,969</b>	<b>60</b>	<b>0</b>	<b>60</b>

### Concessions

Savings in year within the ENCTS and Child concessions budgets are due to a lower service provision. To date savings within the ENCTS budget of £1.5m that have occurred due to a lower service provision have been transferred to a risk reserve in recognition of significant pressures around the transport network in the coming year.

### Bus Services

The Tendered Bus Services budget has a favourable variance of £1.0m at the end of July, largely due to Local Transport (LTF) grant relating to the first quarter of the year. This will be utilised to offset an increase in contractual costs expected later in the year. Other areas remain largely in line with budget.

### Rail & Metro

The full year position within Rail Services reflects a reduction in the operational rail budget within Transport of £0.9m due to the timing of the station openings.

### Strategic Development

There are savings to date of £0.2m within Strategic Development which are largely due to Staff vacancies.

**Efficiency Target**

A £3.0m efficiency target is included within the full year budget. To date savings of £1.2m have been ear marked leaving £1.8m still to be identified. Savings to date are within the Rail Services (£0.9m), Child Concessions (£0.2m) and the Ring and Ride (£0.1m) budgets.

Other areas within Transport remain close to budget.

**Reserves**

Use of reserves drawn down relate to budgeted support for the 2023/24 Transport Budget and the delivery of the West Midlands Cycle Hire scheme.

**Appendix 3**  
**West Midlands Combined Authority Portfolios Budget – July 2023**

The Portfolio budget has a surplus of £0.7m which is largely due to staff vacancies, underspends on external advice and the timing of activity relating to the West Midlands 5G programme.

FINANCIAL SUMMARY AS AT JULY 2023	JULY 2023 YEAR TO DATE			FULL YEAR 2023/24			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	BUDGET £000	VARIANCE £000	
<b>Operational Income</b>							
Mayoral Capacity Funding	0	0	0	87	87	0	The full year position reflects budgeted investment income that will be re-prioritised. In addition there are pressures within operational areas of Enabling Services totalling £0.6m that will result in increased central recharges.
Other Revenue Income	0	125	(125)	0	500	(500)	
Notional Interest Receivable	300	264	36	898	794	104	
Business Rates Growth Income	0	0	0	7,326	7,326	0	
Contribution - 7 Met Council's	1,548	1,548	0	4,644	4,644	0	
Contribution - Non constituent members	140	140	0	420	420	0	
<b>Total Income</b>	<b>1,988</b>	<b>2,077</b>	<b>(89)</b>	<b>13,375</b>	<b>13,771</b>	<b>(396)</b>	
Corporate Support Recharges to Portfolios	1,004	969	35	(4,149)	(3,552)	(597)	
<b>Total Expenditure</b>	<b>1,004</b>	<b>969</b>	<b>35</b>	<b>(4,149)</b>	<b>(3,552)</b>	<b>(597)</b>	
<b>Operational Income Net Total</b>	<b>2,992</b>	<b>3,046</b>	<b>(54)</b>	<b>9,226</b>	<b>10,219</b>	<b>(993)</b>	
<b>Economy &amp; Innovation</b>							
Other Industrial Strategy Income	613	441	172	1,352	1,323	29	New grant funding has been secured and activity re-aligned since the budget was set creating a full year savings of £0.9m. The grant new income largely relates to British Film Industry (BFI).
Economic Delivery	0	0	0	0	0	0	
Create Central Projects	94	0	94	434	0	434	
Policy and Programme Development	102	0	102	102	0	102	
<b>Total Income</b>	<b>809</b>	<b>441</b>	<b>368</b>	<b>1,888</b>	<b>1,323</b>	<b>565</b>	
Industrial Strategy	(799)	(672)	(127)	(2,045)	(2,016)	(29)	
Economic Delivery	(55)	(157)	102	(472)	(472)	0	
Create Central Projects	(94)	(305)	211	(434)	(916)	482	
Policy and Programme Development	(102)	0	(102)	(102)	0	(102)	
Funding For Growth	(533)	(233)	(300)	(700)	(700)	0	
<b>Total Expenditure</b>	<b>(1,583)</b>	<b>(1,367)</b>	<b>(216)</b>	<b>(3,753)</b>	<b>(4,104)</b>	<b>351</b>	
<b>Economy &amp; Innovation Net Total</b>	<b>(774)</b>	<b>(926)</b>	<b>152</b>	<b>(1,865)</b>	<b>(2,781)</b>	<b>916</b>	
<b>Health and Communities</b>							
Head of Health & Communities	5	0	5	0	0	0	Savings to date relate to staffing due to vacancies and the utilisation of grant income along with the timing of external advice activities.
Thrive at Work	113	156	(43)	387	351	36	
IPS Programme	99	39	60	233	39	194	
<b>Total Income</b>	<b>217</b>	<b>195</b>	<b>22</b>	<b>620</b>	<b>390</b>	<b>230</b>	
Head of Health & Communities	(125)	(273)	148	(818)	(818)	0	
Thrive at Work	(113)	(133)	20	(387)	(387)	0	
IPS Programme	(99)	(51)	(48)	(233)	(153)	(80)	
<b>Total Expenditure</b>	<b>(337)</b>	<b>(457)</b>	<b>120</b>	<b>(1,438)</b>	<b>(1,358)</b>	<b>(80)</b>	
<b>Health and Communities Net Total</b>	<b>(120)</b>	<b>(262)</b>	<b>142</b>	<b>(818)</b>	<b>(968)</b>	<b>150</b>	
<b>Employment and Skills</b>							
Employment & Skills	25	0	25	0	0	0	Savings relate to several vacant posts and the timing of West Midlands 5G activity which has changed due to the scope of activity being finalised. These savings are partly offset by an adverse variance within the Growth Hub of £94k due to 7 Staff being transferred as part of the GBS LEP integration. A grant submission is in progress and the variance is expected to be eliminated in coming months. There are variances to date within the Adult Education Budget (£11.2m), Digital Skills (£7.4m) and Multiply (£2.9m) largely due to the timing of awarding provider delivery contracts. In addition, there is a current variance of £4.4m relating to UKSPF due to the timing of approval to spend. Budgets have been re-profiled over the year to reflect the latest programmes and are expected to be largely recovered by the end of the year.
Construction Skills	10	37	(27)	142	142	0	
Adult Education	43,986	55,232	(11,246)	141,391	141,391	0	
Careers	97	110	(13)	137	137	0	
Digital Skills	1,170	8,575	(7,405)	15,647	15,647	0	
European Structural & Investment Funding	363	450	(87)	994	994	0	
Multiply	(56)	2,830	(2,886)	5,838	5,838	0	
UKSPF	200	4,640	(4,440)	14,252	14,252	0	
Health Inequalities	10	171	(161)	417	417	0	
<b>Total Income</b>	<b>45,805</b>	<b>72,045</b>	<b>(26,240)</b>	<b>178,818</b>	<b>178,818</b>	<b>0</b>	
Employment & Skills	(391)	(549)	158	(1,649)	(1,649)	0	
Construction Skills	(10)	(37)	27	(142)	(142)	0	
Adult Education	(43,986)	(55,232)	11,246	(141,391)	(141,391)	0	
Careers	(97)	(110)	13	(137)	(137)	0	
Digital Skills	(1,170)	(8,575)	7,405	(15,647)	(15,647)	0	
European Structural & Investment Funding	(363)	(450)	87	(994)	(994)	0	
Multiply	56	(2,830)	2,886	(5,838)	(5,838)	0	
UKSPF	(200)	(4,640)	4,440	(14,252)	(14,252)	0	
Health Inequalities	(10)	(171)	161	(417)	(417)	0	
DBT Growth Hub	(94)	0	(94)	0	0	0	
West Midlands 5G	(22)	(208)	186	(625)	(625)	0	
<b>Total Expenditure</b>	<b>(46,287)</b>	<b>(72,802)</b>	<b>26,515</b>	<b>(181,092)</b>	<b>(181,092)</b>	<b>0</b>	
<b>Employment and Skills Net Total</b>	<b>(482)</b>	<b>(757)</b>	<b>275</b>	<b>(2,274)</b>	<b>(2,274)</b>	<b>0</b>	
<b>Tourism, Trade and Investment Programme</b>							
Business and Tourism Programme	585	204	382	407	407	0	The position is largely within budget.
<b>Total Income</b>	<b>585</b>	<b>204</b>	<b>382</b>	<b>407</b>	<b>407</b>	<b>0</b>	
Business and Tourism Programme	(585)	(204)	(382)	(407)	(407)	0	
<b>Total Expenditure</b>	<b>(585)</b>	<b>(204)</b>	<b>(382)</b>	<b>(407)</b>	<b>(407)</b>	<b>0</b>	
<b>Tourism, Trade and Investment Programme Net Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

FINANCIAL SUMMARY AS AT JULY 2023	JULY 2023 YEAR TO DATE			FULL YEAR 2023/24			
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	BUDGET £000	VARIANCE £000	
<b>Levelling Up</b>							
Head of Policy & Public Affairs	0	23	(23)	60	60	0	
<b>Total Income</b>	<b>0</b>	<b>23</b>	<b>(23)</b>	<b>60</b>	<b>60</b>	<b>0</b>	
Office of Data Analytics	(10)	(52)	42	(180)	(180)	0	Savings to date are due to vacant posts which have resulted in a resultant impact on External Advice activity.
Executive Director of Strategy, Integration and Net Zero	(133)	(103)	(30)	(351)	(351)	0	
Head of Research & Intelligence	(66)	(113)	47	(350)	(350)	0	
Head of Policy & Public Affairs	(94)	(156)	62	(558)	(558)	0	
Public Affairs	(44)	(48)	4	(169)	(169)	0	
<b>Total Expenditure</b>	<b>(347)</b>	<b>(472)</b>	<b>125</b>	<b>(1,608)</b>	<b>(1,608)</b>	<b>0</b>	
<b>Public Service Reform &amp; Social Economy Net Total</b>	<b>(347)</b>	<b>(449)</b>	<b>102</b>	<b>(1,548)</b>	<b>(1,548)</b>	<b>0</b>	
<b>Inclusive Communities</b>							
Head of Systems Change & Inclusion	466	0	466	0	0	0	
Homelessness	172	209	(37)	470	470	0	
<b>Total Income</b>	<b>638</b>	<b>209</b>	<b>429</b>	<b>470</b>	<b>470</b>	<b>0</b>	
Head of Systems Change & Inclusion	(546)	(99)	(447)	(371)	(371)	0	Savings to date are largely due to vacant posts with recruitment is expected in the coming weeks.
Youth Combined Authority	(57)	(67)	10	(278)	(278)	0	
Homelessness	(194)	(231)	37	(509)	(509)	0	
Inclusion	(51)	(53)	2	(260)	(260)	0	
<b>Total Expenditure</b>	<b>(848)</b>	<b>(450)</b>	<b>(398)</b>	<b>(1,418)</b>	<b>(1,418)</b>	<b>0</b>	
<b>Inclusive Communities Net Total</b>	<b>(210)</b>	<b>(241)</b>	<b>31</b>	<b>(948)</b>	<b>(948)</b>	<b>0</b>	
<b>Culture and Digital</b>							
Culture	53	47	6	272	272	0	
Tourism, Trade and Investment Programme	585	204	381	407	407	0	
DCIA	0	0	0	0	0	0	Savings to date due to a vacant post along with the timing of two culture case studies.
<b>Total Income</b>	<b>638</b>	<b>251</b>	<b>387</b>	<b>679</b>	<b>679</b>	<b>0</b>	
Culture	(82)	(110)	28	(446)	(446)	0	
	(42)	(58)	16	(215)	(215)	0	
Tourism, Trade and Investment Programme	(583)	(204)	(379)	(407)	(407)	0	
DCIA	0	0	0	0	0	0	
<b>Total Expenditure</b>	<b>(707)</b>	<b>(372)</b>	<b>(335)</b>	<b>(1,068)</b>	<b>(1,068)</b>	<b>0</b>	
<b>Culture and Digital Net Total</b>	<b>(69)</b>	<b>(121)</b>	<b>52</b>	<b>(389)</b>	<b>(389)</b>	<b>0</b>	
<b>Environment &amp; Energy, HS2</b>							
Environment	40	79	(39)	336	336	0	
Community Green	143	201	(58)	353	353	0	The position is largely in line with budget.
<b>Total Income</b>	<b>183</b>	<b>280</b>	<b>(97)</b>	<b>689</b>	<b>689</b>	<b>0</b>	
Environment	(224)	(254)	30	(1,201)	(1,201)	0	
Community Green	(141)	(201)	60	(353)	(353)	0	
<b>Total Expenditure</b>	<b>(365)</b>	<b>(455)</b>	<b>90</b>	<b>(1,554)</b>	<b>(1,554)</b>	<b>0</b>	
<b>Environment &amp; Energy, HS2 Net Total</b>	<b>(182)</b>	<b>(175)</b>	<b>(7)</b>	<b>(865)</b>	<b>(865)</b>	<b>0</b>	
<b>Energy Capital</b>							
Energy Capital	89	93	(4)	284	284	0	
Net Zero Neighbourhood	333	0	333	0	0	0	New grant income has been secured within Net Zero Neighbourhood.
<b>Total Income</b>	<b>422</b>	<b>93</b>	<b>329</b>	<b>284</b>	<b>284</b>	<b>0</b>	
Energy Capital	(169)	(171)	2	(670)	(670)	0	
Net Zero Neighbourhood	(320)	(20)	(300)	(60)	(60)	0	
<b>Total Expenditure</b>	<b>(489)</b>	<b>(191)</b>	<b>(298)</b>	<b>(730)</b>	<b>(730)</b>	<b>0</b>	
<b>Energy Capital Net Total</b>	<b>(67)</b>	<b>(98)</b>	<b>31</b>	<b>(446)</b>	<b>(446)</b>	<b>0</b>	
<b>Housing &amp; Regeneration</b>							
Director of Housing & Regeneration	600	612	(12)	1,837	1,837	0	The position is largely in line with budget.
<b>Total Income</b>	<b>600</b>	<b>612</b>	<b>(12)</b>	<b>1,837</b>	<b>1,837</b>	<b>0</b>	
Director of Housing & Regeneration	(600)	(608)	8	(1,837)	(1,837)	0	
<b>Total Expenditure</b>	<b>(600)</b>	<b>(608)</b>	<b>8</b>	<b>(1,837)</b>	<b>(1,837)</b>	<b>0</b>	
<b>Housing &amp; Regeneration Net Total</b>	<b>0</b>	<b>4</b>	<b>(4)</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Net Expenditure Total</b>	<b>741</b>	<b>21</b>	<b>720</b>	<b>73</b>	<b>0</b>	<b>73</b>	

**Appendix 4**  
**West Midlands Combined Authority Mayoral Budget – July 2023**

	JULY YEAR TO DATE			FULL YEAR 2023/24		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Other Grants	247	292	(45)	894	894	0
Other Income	3	0	3	52	52	0
<b>TOTAL INCOME</b>	<b>250</b>	<b>292</b>	<b>(43)</b>	<b>945</b>	<b>945</b>	<b>0</b>
Staff Costs	240	279	40	839	839	0
IT	0	0	(0)	0	0	0
Travel & Subsistence	4	9	5	43	43	0
Other	3	4	1	12	12	0
Mayoral Events	3	0	(3)	52	52	0
<b>TOTAL EXPENDITURE</b>	<b>250</b>	<b>292</b>	<b>43</b>	<b>946</b>	<b>946</b>	<b>0</b>
<b>NET MAYORAL BUDGET</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Within the Mayoral Office there are savings against the Staffing budget to date which are offset by lower draw down of grant.



## Appendix 5

### WMCA Consolidated Capital Programme Year to Date Position

Note: Commentary only provided where Variance is +/=£200k

#### WMCA Delivered Schemes

£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
Metro Birmingham Eastside Extension	13,612	16,594	2,982	47,313	65,007	17,694	The variance comprises the construction and project support costs underspend which is due to the timing of expenditure.
Metro Network Enhancements	2,440	4,846	2,406	20,947	27,066	6,119	There is an under-spend relating to the advance work package due to a pause following the discovery of a mineshaft.
Metro Edgbaston Extension	652	1,455	803	3,616	3,665	49	Underspend as a result of revised delivery schedule.
Metro Wednesbury to Brierley Hill Extension	28,637	23,963	(4,675)	102,027	97,997	(4,031)	Variance largely due to construction works have progressed slightly quicker than anticipated.
Metro Wolverhampton City Centre Extension	2,316	5,797	3,480	7,932	7,932	(0)	Largely due to land purchase timing and underspend in WIP contingency
Buy Before Boarding	127	867	740	5,309	5,210	(99)	TC2 approval was obtained later than originally anticipated and Ticket vending machine (TVM) payments are expected in Q2.
Metro Centenary Square Extension	50	114	64	666	617	(49)	Minor variance
Metro - Other	664	637	(27)	3,600	4,073	474	The full year variance reflects the latest delivery programme in relation to Smart tram works.
<b>Total Metro Schemes</b>	<b>48,500</b>	<b>54,272</b>	<b>5,773</b>	<b>191,409</b>	<b>211,566</b>	<b>20,157</b>	
£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
Rail Station	3,752	3,183	(569)	7,377	7,377	0	Largely due to cladding work at University Station being completed ahead of schedule.
Rail Package 1	3,773	4,460	687	20,841	20,807	(34)	Variance is mainly due to the timing of the legal formalities completion, expected in Q2.
Park and Ride	0	2	2	500	500	0	Minor variance
Rail Package 2	10,404	12,838	2,434	34,863	34,810	(54)	Variance is due to underspend on physical construction works at each site.
Very Light Rail	0	25	25	600	600	0	
Rail Development	0	0	0	100	100	0	Minor variance
Coventry Port Integrated Transport Hub	6	70	64	450	450	0	
Longbridge Station	0	232	232	1,341	2,015	673	The re-forecast reflects the latest delivery programme.
Rail - Other	0	66	66	359	359	0	Minor variance
<b>Total Rail Schemes</b>	<b>17,936</b>	<b>20,876</b>	<b>2,940</b>	<b>66,431</b>	<b>67,017</b>	<b>586</b>	
£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
National Productivity Investment Fund	592	597	5	1,170	1,170	(0)	Minor variance
Clean Bus	676	996	321	6,226	6,226	0	Variance primarily due to Coventry Electric Bus city initial slippage due power issue which in the hands of power distributor contractor. Ongoing issue will be resolved in future period.
Cross City Bus	125	446	321	2,508	2,508	0	The timing of activity means that costs are expected to accelerate in the second quarter of the year.
East Birmingham to Solihull Corridor	34	107	73	499	499	0	Minor variance
BSIP Bus Priority Cross City Routes	353	654	300	2,538	3,110	572	Variance is largely due to BSIP Cross City priority (Package 5 Harborne to Castle Bromwich), investigation survey work which will take place next financial year.
Bus Station/Interchange	589	694	105	3,139	3,139	0	
Demand Responsive Bus	0	2	2	6	6	0	Minor variance
BSIP Retrofit Programme	0	0	0	500	500	0	
<b>Total Bus Schemes</b>	<b>2,369</b>	<b>3,496</b>	<b>1,128</b>	<b>16,587</b>	<b>17,159</b>	<b>572</b>	
£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
Sprint Ph2 A45	2,485	2,895	410	8,340	8,202	(139)	Variance largely due to timing, including slippage on design costs which are expected in Q2.
Sprint Ph2 A34	570	909	339	7,326	7,465	139	
Sprint A45	446	629	183	1,420	1,420	0	
Sprint A34	(513)	(342)	171	304	304	0	
Hagley Road	91	37	(54)	2,420	2,420	0	Minor variance
Hall Green to Interchange via Solihull	0	51	51	202	202	0	
Longbridge to Birmingham	0	0	0	57	57	0	
<b>Total Sprint Schemes</b>	<b>3,079</b>	<b>4,178</b>	<b>1,099</b>	<b>20,070</b>	<b>20,070</b>	<b>0</b>	

## WMCA Delivered Schemes

£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
Air Quality	0	0	0	990	990	0	Minor variance  Forecast reflects the latest expected contract award date costs and roll out of TVM (Ticket Vending Machine). Minor variance
Better Streets Community Fund	91	0	(91)	141	141	0	
Priority One Development	186	45	(141)	690	690	0	
Swift ceMV Contactless Payment Broker	365	430	65	1,496	4,082	2,586	
Electric Vehicles	62	167	105	5,614	5,614	0	
<b>Total Sustainable Travel</b>	<b>704</b>	<b>642</b>	<b>(62)</b>	<b>8,931</b>	<b>11,517</b>	<b>2,586</b>	
<b>£000's</b>	<b>YTD</b>			<b>Full Year</b>			<b>Commentary</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Forecast</b>	<b>Budget</b>	<b>Variance</b>	
KRN/MRN	2	32	30	607	607	0	Minor variance
Highways - Other	411	281	(130)	1,891	1,891	0	
<b>Total Highways</b>	<b>413</b>	<b>314</b>	<b>(100)</b>	<b>2,498</b>	<b>2,498</b>	<b>0</b>	
<b>£000's</b>	<b>YTD</b>			<b>Full Year</b>			<b>Commentary</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Forecast</b>	<b>Budget</b>	<b>Variance</b>	
RTCC	1,221	2,240	1,019	3,856	3,856	0	Variances primarily reflects the timing of CCTV installation upgrade in relation to RTCC connection work and moving traffic contravention relating to project support work. Variance is due to the timing of the Mobility as a Service (MaaS) app development
FMZ	1,055	1,538	483	5,600	5,600	0	
RTI	11	23	12	584	584	0	Minor variance
Scheme Development and M and E	204	364	160	1,688	1,688	0	
Digital and Data - Other	204	212	8	337	337	0	
<b>Total Digital &amp; Data</b>	<b>2,694</b>	<b>4,376</b>	<b>1,682</b>	<b>12,065</b>	<b>12,065</b>	<b>0</b>	
<b>£000's</b>	<b>YTD</b>			<b>Full Year</b>			<b>Commentary</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Forecast</b>	<b>Budget</b>	<b>Variance</b>	
Asset Management	363	380	17	2,177	2,177	0	Minor variance
Transport - Other	0	0	0	252	252	0	
<b>Total Other</b>	<b>363</b>	<b>380</b>	<b>17</b>	<b>2,429</b>	<b>2,429</b>	<b>0</b>	
<b>Total Transport Capital Programme</b>	<b>76,058</b>	<b>88,534</b>	<b>12,476</b>	<b>320,420</b>	<b>344,321</b>	<b>23,901</b>	
<b>£000's</b>	<b>YTD</b>			<b>Full Year</b>			<b>Commentary</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Forecast</b>	<b>Budget</b>	<b>Variance</b>	
Brownfield Land Fund	1,536	1,523	(13)	31,221	31,472	252	Minor variance  The variance is largely due to project support costs being transferred from LF Pipeline to BHF Pipeline and NCF Pipeline Minor variance In the main the variance reflects the latest delivery programme relating to the Phoenix 10 scheme within the Black Country Land and Property Investment Fund.
Housing Land Fund	192	1,198	1,005	5,104	5,719	614	
National Competitive Fund	152	67	(85)	2,685	2,568	(117)	
Land Remediation Fund	3,292	11,166	7,874	27,023	27,689	666	
<b>Total Housing &amp; Regeneration Schemes</b>	<b>5,173</b>	<b>13,954</b>	<b>8,781</b>	<b>66,033</b>	<b>67,448</b>	<b>1,414</b>	
<b>£000's</b>	<b>YTD</b>			<b>Full Year</b>			<b>Commentary</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Forecast</b>	<b>Budget</b>	<b>Variance</b>	
Social Housing	2,548	5,394	2,846	4,568	5,394	826	The largest consortium delivery partner has reduced the number of properties being retrofitted from 273 to 140 due to principle contractor being unable to commit to any more than this number.
Sustainable Warmth	152	783	631	1,621	1,621	0	
Net Zero - Other	0	0	0	116	116	0	The Installation program is expected to accelerate in quarter 2.
<b>Total Net Zero Schemes</b>	<b>2,700</b>	<b>6,177</b>	<b>3,477</b>	<b>6,305</b>	<b>7,131</b>	<b>826</b>	
<b>Total WMCA Delivered Schemes</b>	<b>83,931</b>	<b>108,665</b>	<b>24,735</b>	<b>392,758</b>	<b>418,899</b>	<b>26,141</b>	

## Externally Delivered Schemes

£000's	YTD			Full Year			Commentary
	Actual	Budget	Variance	Forecast	Budget	Variance	
<b>Rail - External</b>							
Very Light Rail	606	1,194	588	9,966	6,329	(3,637)	Variance largely due to Dft retained CRSTS funding expected to be released this year.
Solihull Rail Station	0	0	0	250	750	500	
West Coast Mainline	0	0	0	0	0	0	
<b>Total Rail</b>	<b>606</b>	<b>1,194</b>	<b>588</b>	<b>10,216</b>	<b>7,079</b>	<b>(3,137)</b>	
<b>Bus - External</b>							
East Birmingham to Solihull Corridor	0	0	0	1,000	1,000	0	Dorridge Bus priority not expected to drawdown funding this year.
UKC - Solihull - Dorridge Bus Priority	0	0	0	0	500	500	
<b>Total Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>1,500</b>	<b>500</b>	
<b>Grants to Local Authorities - Transport</b>							
City Centre Regeneration	2,111	7,159	5,048	44,866	51,688	6,822	Variance primarily due to Coventry City Centre South Regeneration- significant costs in relation to acquisition of land necessary for assembly of the project and completion of demolition works being deferred to next financial year.
Cycling and Walking	1,106	1,545	439	12,302	12,302	(0)	
Highways	1,655	2,337	683	6,377	6,377	0	
Highways Maintenance	7,870	7,870	0	23,611	23,611	0	
Local Network Improvement Plan	5,345	5,345	0	16,035	16,035	0	
Very Light Rail - External Grants	0	0	0	0	0	0	
Grants to Local Authorities - Other	1,107	857	(251)	4,229	5,150	921	
HS2 Enabling	607	610	3	3,063	4,464	1,401	
<b>Total Grants to Local Authorities</b>	<b>19,802</b>	<b>25,723</b>	<b>5,921</b>	<b>110,483</b>	<b>119,627</b>	<b>9,143</b>	
<b>Sustainable Travel - External</b>							
Electric Vehicles - External	76	76	0	3,389	3,389	0	Forecast variance - CRSTS Wolverhampton CC Walk,Cycle and Bus Package £4.0m deferred to next financial year. CRSTS - CRNaC - Foleshill Transport Package £2.8m reduction in forecast due to development phase differed next financial year.
Sutton Coldfield Gateway	0	0	0	1,000	1,000	0	
Active Travel - A45 Segregated Cycleway	0	0	0	700	700	0	
A38 Selly Oak to Longbridge Segregated Cycling	0	0	0	700	700	0	
City Centre Active Travel Connections to Interchange	0	0	0	410	410	0	
One Station and Smalbrook Queensway	0	0	0	1,000	1,000	0	
Low Hill Growth Strategy	0	0	0	750	750	0	
Foleshill Transport Package	107	75	(32)	1,332	4,038	2,706	
Coventry South Sustainable Transport	66	80	14	3,368	4,356	988	
Dudley Town Centre Interchange Sustainable Connectivity Package	0	0	0	0	0	0	
Stourbridge Town Centre Sustainable Connectivity Package	0	0	0	0	0	0	
Wednesbury to Brierley Hill Extension Sustainable Access Measures	0	0	0	0	0	0	
A461 Walk, Cycle and Bus Corridor	0	22	22	200	200	0	
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	0	0	0	350	1,000	650	
Chester Road Corridor - Segregated Cycleway and Capacity Enhancement	0	0	0	200	200	0	
Dickens Heath to Solihull Town Centre LCWIP Scheme	0	0	0	300	1,100	800	
Knowle to Solihull Town Centre LCWIP Scheme	0	0	0	300	1,000	700	
Multi-modal Access to HS2 Enhancement	0	0	0	0	250	250	
Bus, Cycle and Walk Access - Darlaston and Willenhall Train Stations	0	0	0	200	200	0	
A454 Walk, Cycle and Bus Corridor	0	0	0	2,050	2,600	550	
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	0	0	0	300	300	0	
Bus, Cycle and Walk Access - Walsall Town Centre Interchange	0	0	0	0	0	0	
Black Country Walking and Cycling Package	0	0	0	2,000	2,000	0	
A4123 Walk, Cycle and Bus Corridor	0	0	0	800	800	0	
A449 Walk, Cycle and Bus Corridor	51	0	(51)	1,397	1,635	238	
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	0	0	0	0	4,000	4,000	
<b>Total Grants to Local Authorities</b>	<b>301</b>	<b>253</b>	<b>(48)</b>	<b>20,746</b>	<b>31,629</b>	<b>10,882</b>	
<b>Total Transport Capital Programme (Externally Delivered)</b>	<b>20,708</b>	<b>27,170</b>	<b>6,462</b>	<b>142,446</b>	<b>159,835</b>	<b>17,389</b>	
<b>£000's</b>							
UKSPF Communities & Place	(1)	1,636	1,636	8,972	8,972	0	Substantive spend will be in latter part the financial year. Variance is due to slippage in construction costs which have been deferred to Q2.
CoW Technical Centre	338	913	574	5,575	6,198	623	
<b>Total ESC Schemes (External)</b>	<b>338</b>	<b>2,549</b>	<b>2,211</b>	<b>14,547</b>	<b>15,169</b>	<b>623</b>	
<b>Total Externally Delivered Schemes</b>	<b>21,046</b>	<b>29,718</b>	<b>8,672</b>	<b>156,993</b>	<b>175,005</b>	<b>18,012</b>	
<b>Total Capital Programme</b>	<b>104,977</b>	<b>138,384</b>	<b>33,407</b>	<b>549,750</b>	<b>593,904</b>	<b>44,153</b>	

**Appendix 6 – WMCA Delivered Capital Programme  
Consolidated Capital Programme**

**WMCA Delivered Schemes**

TRANSPORT CAPITAL PROGRAMME (£M)		Prior Period	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	TOTAL	TOTAL (inc prior)	Project Life Budget
Metro	Birmingham City Centre Extension	-	-	-	-	-	-	-	-	-
	Buy Before Boarding	0.3	5.3	3.2	2.8	-	-	11.2	11.6	11.6
	Metro Birmingham Eastside Extension	122.7	47.3	42.0	9.9	3.6	2.2	105.0	227.7	227.2
	Metro Centenary Square Extension	75.5	0.7	-	-	-	-	0.7	76.1	76.1
	Metro Edgbaston Extension	84.3	3.6	-	-	-	-	3.6	87.9	87.9
	Metro Wednesbury to Brierley Hill Extension	193.1	102.0	88.6	2.9	-	-	193.6	386.7	386.7
	Metro Wolverhampton City Centre Extension	46.8	7.9	-	-	-	-	7.9	54.7	54.7
	Trams	-	-	-	-	-	-	-	-	-
	Metro Network Enhancements	8.6	20.9	37.1	18.4	1.0	-	77.4	86.0	86.0
	Metro - Other	14.3	3.6	3.1	0.2	0.0	-	6.9	21.3	21.3
<b>METRO TOTAL</b>		<b>545.6</b>	<b>191.4</b>	<b>174.0</b>	<b>34.1</b>	<b>4.6</b>	<b>2.2</b>	<b>406.4</b>	<b>951.9</b>	<b>951.5</b>
Rail	Park and Ride	-	0.5	4.0	-	-	-	4.5	4.5	4.5
	Rail Package 1	20.4	20.8	14.6	-	-	-	35.5	55.8	55.8
	Rail Package 2	23.0	34.9	3.6	-	-	-	38.4	61.4	61.4
	Rail Station	94.5	7.4	-	-	-	-	7.4	101.8	101.8
	Snow Hill	0.1	-	-	-	-	-	-	0.1	0.1
	Very Light Rail	-	0.6	2.2	2.2	-	-	5.0	5.0	5.0
	Rail Developemnt	-	0.1	0.9	2.0	-	-	3.0	3.0	3.0
	Dudley Port Integrated Transport Hub	0.0	0.5	1.0	1.0	-	-	2.4	2.5	2.5
	Aldridge Station	-	1.3	2.8	9.1	16.7	-	30.0	30.0	30.0
	Rail - Other	0.5	0.4	0.2	5.0	15.8	-	21.3	21.8	21.8
<b>RAIL TOTAL</b>		<b>138.5</b>	<b>66.4</b>	<b>29.3</b>	<b>19.3</b>	<b>32.5</b>	<b>-</b>	<b>147.5</b>	<b>286.0</b>	<b>286.0</b>
Bus	Bus Station/Interchange	2.1	3.1	15.3	0.1	-	-	18.5	20.6	20.6
	Clean Bus	30.1	6.2	39.7	18.4	-	-	64.3	94.4	94.4
	Cross City Bus	0.9	2.5	9.8	9.5	0.0	-	21.8	22.7	22.7
	East Birmingham to Solihull Corridor	0.0	0.5	1.1	3.8	5.6	-	11.0	11.0	11.0
	Demand Responsive Bus	-	0.0	5.5	4.5	-	-	10.0	10.0	10.0
	BSIP Bus Priority Cross City Routes	0.2	2.5	14.6	21.4	20.2	-	58.8	59.0	59.0
	BSIP Retrofit Programme	-	0.5	2.5	-	-	-	3.0	3.0	3.0
	National Productivity Investment Fund	2.2	1.2	-	-	-	-	1.2	3.4	3.4
<b>BUS TOTAL</b>		<b>35.5</b>	<b>16.6</b>	<b>88.5</b>	<b>57.6</b>	<b>25.8</b>	<b>-</b>	<b>188.6</b>	<b>224.1</b>	<b>224.1</b>
Sprint	Hagley Road	5.5	2.4	1.6	-	-	-0.0	4.0	9.6	64.2
	Hall Green to Interchange via Solihull	0.1	0.2	-	-	-	-	0.2	0.3	32.1
	Longbridge to Birmingham	0.2	0.1	-	-	-	0.0	0.1	0.3	42.6
	Sutton Coldfield to Birmingham	1.2	-	-	-	-	-	-	1.2	27.1
	Sprint Ph2 A45	1.2	8.3	17.2	3.0	-	-	28.5	29.7	29.7
	Sprint Ph2 A34	3.4	7.3	12.4	3.2	-	-	23.0	26.3	26.3
	Sprint A45	59.0	1.4	-	-	-	-	1.4	60.4	60.4
	Sprint A34	31.8	0.3	-	-	-	-	0.3	32.1	32.1
Hagley Road Rapid Transit	-	-	1.5	1.5	10.5	11.5	25.0	25.0	25.0	
<b>SPRINT TOTAL</b>		<b>102.4</b>	<b>20.1</b>	<b>32.7</b>	<b>7.7</b>	<b>10.5</b>	<b>11.5</b>	<b>82.5</b>	<b>184.9</b>	<b>339.5</b>
Highways	KRN/MRN	1.6	0.6	-	-	-	-	0.6	2.2	2.2
	Highways - Other	5.0	1.9	3.1	-	-	-	5.0	9.9	9.9
<b>HIGHWAYS TOTAL</b>		<b>6.6</b>	<b>2.5</b>	<b>3.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.6</b>	<b>12.2</b>	<b>12.2</b>
Digital and Data	FMZ	9.7	5.6	0.3	-	-	-	5.9	15.6	15.6
	RTCC	13.3	3.9	-	-	-	-	3.9	17.2	17.2
	RTI	1.4	0.6	-	-	-	-	0.6	2.0	2.0
	Scheme Development and M and E	0.1	1.7	1.7	1.7	1.8	-	6.9	7.0	7.0
	Digital and Data - Other	5.1	0.3	-	-	-	-	0.3	5.4	5.4
<b>DIGITAL AND DATA TOTAL</b>		<b>29.5</b>	<b>12.1</b>	<b>2.0</b>	<b>1.7</b>	<b>1.8</b>	<b>-</b>	<b>17.6</b>	<b>47.2</b>	<b>47.2</b>
Other	Asset Management	3.8	2.2	0.2	-	-	-	2.3	6.2	6.2
Transport	Transport - Other	0.7	0.3	-	-	-	-	0.3	1.0	1.0
<b>OTHER TRANSPORT TOTAL</b>		<b>4.6</b>	<b>2.4</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.6</b>	<b>7.2</b>	<b>7.2</b>
Sustainable Travel	Air Quality	-	1.0	-	-	-	-	1.0	1.0	1.0
	Better Streets Community Fund	1.8	0.1	-	-	-	-	0.1	1.9	1.9
	Electric Vehicles	0.1	5.6	13.4	8.5	-	-	27.5	27.6	27.6
	Priority One Development	0.7	0.7	-	-	-	-	0.7	1.4	1.4
	Walk Cycle Bus	5.8	-	-	-	-	-	-	5.8	5.8
Swift ceMV Contactless Payment Broker	0.2	1.5	15.0	1.3	-	-	17.8	18.0	18.0	
<b>SUSTAINABLE TRAVEL TOTAL</b>		<b>8.6</b>	<b>8.9</b>	<b>28.5</b>	<b>9.8</b>	<b>-</b>	<b>-</b>	<b>47.2</b>	<b>55.8</b>	<b>55.8</b>
<b>TRANSPORT TOTAL</b>		<b>871.2</b>	<b>320.4</b>	<b>358.3</b>	<b>130.3</b>	<b>75.3</b>	<b>13.7</b>	<b>898.0</b>	<b>1,769.2</b>	<b>1,923.3</b>

HOUSING AND REGENERATION CAPITAL PROGRAMME (£M)		Prior Period	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	TOTAL	TOTAL (inc prior)	Project Life Budget
Housing and Regeneration	Brownfield Land Fund	2.0	31.2	52.5	35.2	8.1	0.1	127.1	129.1	129.1
	Housing Land Fund	41.4	5.1	12.7	18.3	11.9	10.6	58.5	99.9	100.0
	Land Remediation Funds (BLPDF)	39.6	5.6	2.0	2.8	0.0	0.0	10.4	50.0	50.0
	Land Remediation Funds (LPIF)	27.5	21.4	3.8	0.1	-	-	25.2	52.7	149.7
	National Competitive Fund	6.4	2.7	3.7	4.4	4.1	2.9	17.8	24.2	24.2
<b>HOUSING AND REGENERATION TOTAL</b>		<b>116.9</b>	<b>66.0</b>	<b>74.6</b>	<b>60.6</b>	<b>24.2</b>	<b>13.6</b>	<b>239.1</b>	<b>355.9</b>	<b>453.0</b>

STRATEGY, INNOVATION AND NET ZERO CAPITAL PROGRAMME (£M)		Prior Period	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	TOTAL	TOTAL (inc prior)	Project Life Budget
Strategy,	Sustainable Warmth	0.1	1.6	-	-	-	-	1.6	1.7	1.7
Innovation and	Social Housing	0.8	4.6	-	-	-	-	4.6	5.3	5.3
Net Zero	Net Zero - Other	0.2	0.1	1.3	0.1	-	-	1.5	1.7	1.7
<b>STRATEGY, INNOVATION AND NET ZERO TOTAL</b>		<b>1.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.1</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>8.7</b>	<b>8.7</b>

**Appendix 7  
Consolidated Capital Programme**

**Externally Delivered Schemes**

TRANSPORT (EXTERNAL) CAPITAL PROGRAMME (£M)		Prior Period	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	TOTAL	TOTAL (inc prior)	Project Life Budget
Rail - External	Very Light Rail - External	3.9	10.0	22.7	15.7	14.2	-	62.6	66.5	66.5
	Solihull Rail Station	-	0.2	0.8	1.5	2.5	-	5.0	5.0	5.0
	West Coast Mainline	-	-	1.3	1.3	2.5	-	5.0	5.0	5.0
<b>RAIL - EXTERNAL TOTAL</b>		<b>3.9</b>	<b>10.2</b>	<b>24.7</b>	<b>18.5</b>	<b>19.2</b>	<b>-</b>	<b>72.6</b>	<b>76.5</b>	<b>76.5</b>
Bus - External	East Birmingham to Solihull Corridor - External	-	1.0	9.0	2.0	2.0	-	14.0	14.0	14.0
	UKC - Solihull - Dorridge Bus Priority	-	-	0.5	1.5	3.0	-	5.0	5.0	5.0
<b>BUS - EXTERNAL TOTAL</b>		<b>-</b>	<b>1.0</b>	<b>9.5</b>	<b>3.5</b>	<b>5.0</b>	<b>-</b>	<b>19.0</b>	<b>19.0</b>	<b>19.0</b>
Grants to Local Authorities - Transport	City Centre Regeneration	102.0	44.9	27.3	38.6	42.4	28.9	182.1	284.1	302.6
	Cycling and Walking	5.6	12.3	23.3	-	-	-	35.6	41.2	41.2
	Highways	7.3	6.4	4.1	4.1	4.1	-	18.6	26.0	26.0
	Highways Maintenance	20.0	23.6	20.0	20.0	20.0	-	83.6	103.6	103.6
	Local Network Improvement Plan	16.0	16.0	16.0	16.0	16.0	-	64.1	80.2	80.2
	Very Light Rail - External Grants	12.2	-	-	-	-	-	-	12.2	92.0
	Grants to Local Authorities - Other	32.1	4.2	75.4	57.0	44.4	43.6	224.7	256.8	334.6
	HS2 Enabling	41.9	3.1	46.6	66.8	51.6	42.5	210.5	252.4	398.0
<b>GRANTS TO LOCAL AUTHORITIES - TRANSPORT TOTAL</b>		<b>237.3</b>	<b>110.5</b>	<b>212.7</b>	<b>202.6</b>	<b>178.5</b>	<b>115.0</b>	<b>819.3</b>	<b>1,056.5</b>	<b>1,378.2</b>
Sustainable Travel - External	Electric Vehicles - External	0.1	3.4	3.5	-	-	-	6.9	7.0	7.0
	Sutton Coldfield Gateway	-	1.0	4.0	10.0	10.0	-	25.0	25.0	25.0
	Active Travel - A45 Segregated Cycleway	-	0.7	2.1	5.8	5.8	-	14.3	14.3	14.3
	A38 Selly Oak to Longbridge Segregated Cycling	-	0.7	2.3	5.8	5.8	-	14.5	14.5	14.5
	City Centre Active Travel Connections to Interchange	-	0.4	2.3	5.3	12.0	-	20.0	20.0	20.0
	One Station and Smalbrook Queensway	-	1.0	1.5	2.2	5.3	-	10.0	10.0	10.0
	Snow Hill Growth Strategy	-	0.8	1.8	2.5	-	-	5.0	5.0	5.0
	Foreshill Transport Package	0.5	1.3	2.7	-	-	-	4.0	4.5	4.5
	Cov South Sustainable Transport	0.3	3.4	6.5	6.9	-	-	16.8	17.0	17.0
	Dudley Town Centre Interchange Sustainable Connectivity	-	-	1.0	3.0	3.5	-	7.5	7.5	7.5
	Stourbridge Town Centre Sustainable Connectivity Package	-	-	0.8	1.6	0.6	-	3.0	3.0	3.0
	Wednesbury to Brierley Hill Extension Sustainable Access	-	-	4.0	8.0	4.0	-	16.0	16.0	16.0
	A461 Walk, Cycle and Bus Corridor	-	0.2	1.5	7.0	3.8	-	12.5	12.5	12.5
	Smethwick - Birmingham Inclusive Growth Corridor Transport	-	0.4	4.7	8.0	6.0	-	19.0	19.0	19.0
	Chester Road Corridor - Segregated Cycleway and Capacity	-	0.2	0.8	2.0	3.8	-	6.8	6.8	6.8
	Dickens Heath to Solihull Town Centre LCWIP Scheme	-	0.3	0.8	-	9.2	-	10.3	10.3	10.3
	Knowle to Solihull Town Centre LCWIP Scheme	-	0.3	0.7	7.0	-	-	8.0	8.0	8.0
	Multi-modal Access to HS2 Enhancement	-	-	1.0	1.5	2.5	-	5.0	5.0	5.0
	Bus, Cycle and Walk Access - Darlaston and Willenhall Train	-	0.2	2.8	-	-	-	3.0	3.0	3.0
	A454 Walk, Cycle and Bus Corridor	-	2.1	3.2	6.3	6.7	-	18.2	18.2	18.2
	A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	-	0.3	0.7	8.0	10.0	-	19.0	19.0	19.0
	Bus, Cycle and Walk Access - Walsall Town Centre Interchange	-	-	0.3	0.4	0.4	-	1.0	1.0	1.0
Black Country Walking and Cycling Package	-	2.0	2.0	2.0	2.0	-	8.0	8.0	8.0	
A4123 Walk, Cycle and Bus Corridor	-	0.8	5.5	11.5	11.2	-	29.0	29.0	29.0	
A449 Walk, Cycle and Bus Corridor	-	1.4	3.3	8.7	7.2	-	20.5	20.5	20.5	
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	-	-	3.0	5.0	1.5	-	9.5	9.5	9.5	
<b>SUSTAINABLE TRAVEL - EXTERNAL TOTAL</b>		<b>0.8</b>	<b>20.7</b>	<b>62.6</b>	<b>118.3</b>	<b>111.1</b>	<b>-</b>	<b>312.8</b>	<b>313.6</b>	<b>313.6</b>
<b>TRANSPORT (EXTERNAL) TOTAL</b>		<b>242.0</b>	<b>142.4</b>	<b>309.6</b>	<b>342.9</b>	<b>313.8</b>	<b>115.0</b>	<b>1,223.7</b>	<b>1,465.6</b>	<b>1,787.3</b>
ECONOMY, SKILLS AND COMMUNITY CAPITAL PROGRAMME (£M)		Prior Period	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	TOTAL	TOTAL (inc prior)	Project Life Budget
ESC External	UKSPF	3.1	14.5	21.0	-	-	-	35.5	38.6	38.6
<b>ECONOMY, SKILLS AND COMMUNITY TOTAL</b>		<b>3.1</b>	<b>14.5</b>	<b>21.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.5</b>	<b>38.6</b>	<b>38.6</b>

Appendix 8

Total Regional Investment Programme Expenditure as at 30<sup>th</sup> June 2023

PROGRAMME	COST TO COMPLETION			
	PRIOR PERIOD SPEND	2023 / 2024 Q1 FORECAST OUTTURN	FUTURE YEARS FORECAST	TOTAL FORECAST OUTTURN
	£000	£000	£000	£000
COVENTRY UKC PLUS	274,802	8,453	430,721	713,976
SPRINT PROGRAMME	96,982	4,402	191,145	292,528
RAIL PROGRAMME	73,367	59,407	101,590	234,364
METRO PROGRAMME	603,798	197,157	903,337	1,704,292
UK CENTRAL INFRASTRUCTURE PACKAGE	220,076	15,417	1,072,521	1,308,015
UK CENTRAL HS2 INTERCHANGE	43,346	3,063	581,333	627,742
<b>HS2 GROWTH STRATEGY TOTAL</b>	<b>1,312,371</b>	<b>287,899</b>	<b>3,280,647</b>	<b>4,880,917</b>
COVENTRY CITY CENTRE SOUTH REGENERATION INNOVATION PROGRAMME	87,587	48,778	231,208	367,572
LAND RECLAMATION AND REMEDIATION	43,407	15,243	136,348	194,999
COMMONWEALTH GAMES 2022	67,381	27,023	105,596	200,000
EMPLOYMENT, EDUCATION & SKILLS	78,348	-	-	78,348
BUSINESS AND TOURISM PROJECT - BATP	1,312	-	18,687	20,000
COVENTRY ELECTRIC BUS CITY	22,533	1,415	-	23,948
REGIONAL RECOVERY & RISKS	21,273	31,215	87,013	139,500
COLLECTIVE INVESTMENT FUND	13,391	10,403	26,112	49,906
<b>OTHER INVESTMENT PROGRAMME SCHEMES</b>	<b>123,482</b>	<b>35,053</b>	<b>841,465</b>	<b>1,000,000</b>
<b>GRAND TOTAL</b>	<b>1,771,086</b>	<b>457,029</b>	<b>4,727,076</b>	<b>6,955,191</b>

**Appendix 9**  
**WMCA Investment Programme Commitments as at June 2023**

£m	Approved Commitments	Actual Spend (Jun-23)
Coventry UK Central Plus	94.8	94.3
Sprint Programme	47.0	43.3
Rail Programme	63.0	21.7
Metro Programme	227.0	106.0
UK Central Infrastructure Package	35.1	27.9
UK Central HS2 Interchange	57.5	42.3
<b>SUB TOTAL HS2 GROWTH STRATEGY</b>	<b>524.6</b>	<b>335.6</b>
Coventry City Centre South Regeneration	150.0	64.1
Innovation Programme	16.1	14.9
Land Reclamation and Remediation	103.0	69.2
Commonwealth Games 2022	25.0	25.0
Employment, Education & Skills	1.3	1.3
Business and Tourism Project - BATP	2.6	1.6
Coventry Electric Bus City	5.0	0.5
Regional Recovery & Risks	26.2	14.0
<b>OTHER INVESTMENT PROGRAMME</b>	<b>329.2</b>	<b>190.5</b>
<b>TOTAL</b>	<b>853.7</b>	<b>526.1</b>

**Appendix 10**  
**WMCA CRSTS Commitments as at 31st July 2023**

CRSTS COMMITMENTS (£m)		Funding Approved	Subject to approval by SAF	Total Expected CRSTS Funding
WMCA Delivered Schemes	Bus	4.50	81.46	85.96
	Digital and Data	7.00	-	7.00
	LNIP Top Slice	27.33	-	27.33
	Metro	124.92	0.08	125.00
	Rail	1.10	43.81	44.90
	Sprint	82.50	25.00	107.50
	Sustainable Travel	11.51	34.09	45.60
<b>Total WMCA Delivered Schemes</b>		<b>258.85</b>	<b>184.44</b>	<b>443.29</b>
Externally Delivered Schemes	Bus	0.50	18.50	19.00
	Rail	36.28	40.22	76.50
	Sustainable Travel	8.12	302.52	310.64
	Transport	-	-	-
	Very Light Rail	-	-	-
<b>Total Externally Delivered Schemes</b>		<b>44.90</b>	<b>361.24</b>	<b>406.14</b>
Grants to LAs	Highways Maintenance	120.40	-	120.40
	Local Network Improvement Plan	80.18	-	80.18
<b>Total Grants to Local Authorities</b>		<b>200.58</b>	<b>-</b>	<b>200.58</b>
<b>CRSTS TOTAL</b>		<b>504.33</b>	<b>545.67</b>	<b>1,050.00</b>



**Appendix 11**  
**WMCA Administered Funds – July 2023**

<b>Funding Stream</b>	<b>Grant Awarded £'000</b>	<b>Spend to Date £'000</b>	<b>Purpose</b>
Midlands Connect	30,867	30,311	Revenue funding. Midlands Connect researches, develops and progresses transport projects that will benefit the region, its people and its businesses. The overall ambition is to make the Midlands region fairer, greener and stronger for everyone who lives here. <i>Note funding is cumulative since 2017.</i>
One Public Estate	1,903	951	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.
Active Travel Fund - Capital	39,075	7,044	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	573	Revenue funding to support the above.
<b>Total</b>	<b>73,002</b>	<b>38,880</b>	

## Appendix 12

### Compliance with Treasury and Prudential Limits

It is a statutory duty for the Authority to determine and keep under review its affordable borrowing limits. During the *quarter ended 30<sup>th</sup> June 2023*, the Council has operated within the treasury and prudential indicators set out in the Council's Treasury Management Strategy Statement and Capital Strategy for 2023/24. The Director of Finance reports that no difficulties are envisaged for the current or future years in complying with these indicators.

All treasury management operations have also been conducted in full compliance with the Council's Treasury Management Practices.

#### Treasury Management Indicators

£M	Treasury Management Strategy Indicator 2023/24	As at 30.06.2023
Authorised Limit for External Debt <sup>1</sup>	1,032	1,032
Operational Boundary for External Debt <sup>2</sup>	982	982

£M	Budget 2023/24	As at 30.06.2023
Forecast Gross External Debt as at 31.03.2024	598	598
Forecast Investments as at 31.03.2024	375	604
Net Borrowing (Gross External Debt LESS Forecast Investments) <sup>3</sup>	223	(6)

<sup>1</sup> The **Authorised Limit** is a statutory limit determined under Section 3(1) of the Local Government Act 2003 for English and Welsh authorities. The Authority has no legal power to borrow in excess of the limits set. Revision of this Indicator would need to be approved by a full Board meeting in advance of any external debt taken on in excess of the limit then in force. The Authorised Limit reflects a level of external debt that, whilst not desired, could be afforded by the Authority in the short-term, but which is not sustainable in the longer-term. The Indicators for the Operational Boundary and Gross debt and the CFR will both be set below the level of the Authorised Limit.

<sup>2</sup> The **Operational Boundary** is the limit beyond which external debt is not normally expected to exceed. Unlike the Authorised Limit, the Operational Boundary is not an absolute limit, but it reflects the Authority's expectations of the level at which external debt would not ordinarily be expected to exceed.

<sup>3</sup> **Net Borrowing** – gross external debt less investment balances – is forecast to fall during the year as investment levels have risen as a consequence of capital expenditure slippage from 2022/23.

#### Maturity Structure of Borrowing

The Authority is required to set gross limits on maturities for the periods shown and covers both fixed and variable rate borrowings. The reason being to try and control the Authority's exposure to large sums falling due for refinancing.

	Upper Limit	Lower limit	Actual
Under 12 months	75%	0%	8%
12 months and within 24 months	50%	0%	2%
24 months and within 5 years	70%	0%	8%
5 years and within 10 years	70%	0%	23%
10 years and above	70%	0%	59%

#### Principal sums invested for periods longer than a year

The purpose of this indicator is to control WMCA's exposure to the risk of incurring losses by seeking early repayment of its investments. The limits on the long-term principal sum invested to final maturities beyond the period end are:

£M	2023/24	2024/25	2025/26
Limit on principal invested longer than a year	25	25	25
Actual	5	5	5

#### Prudential Indicators

£'000	2023/24 Budget	31.03.2023 Actual	As at 30.06.2023
Capital Expenditure	593,915	347,014	89,949
Capital Financing Requirement (CFR) Cumulative Balance	840,258	624,191	651,976*
Annual/(Quarterly) Change in CFR	216,017	63,621	27,785
In year borrowing requirement	100,000	65,000	100,000
Ratio of financing costs to net revenue stream <sup>4</sup>	-1.71%	1.22%	-5.2%

\*This is the cumulative CFR balance as at Q1, subject to adjustments and sign off from external auditors.

<sup>4</sup> The ratio shows the estimated annual revenue costs of borrowing, less net interest receivable on investments, as a proportion of annual income from constituent members - levy and fees - and central government (net revenue stream). WMCA has a negative budgeted ratio for 2023/24 as interest receivable on investments exceeds interest payable on loans and Minimum Revenue Provision (MRP.)

<b>WMCA Balance Sheet as at 31 July 2023</b>			
	<b>31 July 2023 £'000</b>	<b>31 March 2023 £'000</b>	<b>Movement £'000</b>
Property, plant and equipment	753,644	708,796	44,848
Intangible assets	1,400	1,781	(381)
Investments	50,683	39,749	10,934
Loan Receivables	16,239	16,239	-
<b>Long-term assets</b>	<b>821,966</b>	<b>766,565</b>	<b>55,401</b>
Short-term debtors	87,832	104,067	(16,235)
Short-term deposits	913,568	716,713	196,855
Cash and bank	238	238	(0)
<b>Current assets</b>	<b>1,001,638</b>	<b>821,018</b>	<b>180,620</b>
Loans - interest due	(3,776)	(3,247)	(529)
Short-term loans	(58,000)	-	(58,000)
Short-term creditors/accruals	(130,889)	(139,622)	8,733
<b>Current liabilities</b>	<b>(192,665)</b>	<b>(142,869)</b>	<b>(49,796)</b>
<b>Net current assets</b>	<b>808,972</b>	<b>678,149</b>	<b>130,823</b>
Provisions	(5,414)	(5,342)	(72)
Loans - PWLB	(491,760)	(494,231)	2,471
Other loans - Barclays	(10,000)	(10,000)	-
Dudley MBC	(3,670)	(3,670)	-
Grants receipts in advance	(547,830)	(513,771)	(34,059)
<b>Long-term liabilities</b>	<b>(1,058,674)</b>	<b>(1,027,014)</b>	<b>(31,660)</b>
<b>Net assets</b>	<b>572,264</b>	<b>417,700</b>	<b>154,564</b>
General fund balance	7,387	4,411	2,976
Earmarked reserves	394,889	267,053	127,836
Capital receipts reserve	3,271	2,259	1,012
<b>Usable reserves</b>	<b>405,547</b>	<b>273,723</b>	<b>131,824</b>
Revaluation reserve	5,933	5,933	-
Deferred capital grants account	810,522	766,055	44,467
Capital financing account	(645,918)	(624,191)	(21,727)
Financial Instruments Adjustment Account	(2,830)	(2,830)	-
Accumulated absences account	(990)	(990)	-
<b>Unusable reserves</b>	<b>166,717</b>	<b>143,977</b>	<b>22,740</b>
<b>Total reserves</b>	<b>572,264</b>	<b>417,700</b>	<b>154,564</b>



## WMCA Board

<b>Date</b>	15 September 2023
<b>Report title</b>	Business Energy Advice Service
<b>Portfolio Lead</b>	Environment & Energy - Councillor John Cotton
<b>Accountable Executive Director</b>	Ed Cox, Executive Director Strategy, Inclusion & Net Zero email: ed.cox@wmca.org.uk
<b>Accountable Employee</b>	Paul Edwards, Head of Economic Delivery email: paul.edwards@wmca.org.uk
<b>Report has been considered by</b>	Investment Panel - 24 July 2023 Investment Board - 14 August 2023 Executive Board - 23 August 2023 Mayor & Portfolio Leads Liaison - 4 September

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

#### The WMCA Board is recommended to:

- (1) Approve £24,609,772 of pilot funding to support a regional decarbonisation advice and grants programme for businesses. This will be jointly funded by DESNZ and DLUHC, providing circa £9m revenue funding for energy assessment audits and roadmaps for SMEs in both the industrial and commercial sectors across the ITL 1 area of the West Midlands alongside £5m capital funding for energy reduction grants. An additional £10.5m for grants from DLUHC will be provided in the WMCA Area.
- (2) Note that the DESNZ BEAS business case has been approved by the DESNZ Investment Committee and by Treasury. DLUHC have confirmed that they will use the same business case for their funding stream, timelines for release of that funding are still to be determined. Ministerial sign off on the Section 31 Letter is expected next week.

- (3) To approve the delegation of contracting and payments to the Director of Employment, Skills, Health and Communities, the WMCA S.151 Officer and the Director of Law and Governance or Chief Executive to accept the funding awarded from DESNZ and DLUHC, subject to their review of the finalised terms and conditions of this funding. These conditions should not be materially different to those expected as documented throughout this report, and in particular should contain conditions acceptable to WMCA in respect of conditions precedent, clawback and eligible expenditure.

## **1. Purpose**

- 1.1 The Department of Energy Security and Net Zero (DESNZ) and Department for Levelling Up (DLUHC) have strongly indicated to the WMCA that funding is available for an energy efficiency programme within the West Midlands. This is national funding for pilot activity in the West Midlands with a view to expanding the programme nationally if it is successful. The objectives of this project are to support WMCA and regional efforts to overcome market failures inhibiting energy-exposed West Midlands manufacturers and commercial businesses (in the ITL 1 West Midlands region) from mitigating the impacts of energy cost rises and the transition to net zero.
- 1.2 The purpose of this report is to confirm that the WMCA Board is happy to receive this funding.

## **2. Background**

- 2.1 The West Midlands has a higher proportion of energy exposed businesses than any other UK region. These businesses are threatened by both rising energy costs and the need to transition to net zero through firm level investment. Targeted public investment can reduce or remove barriers to changing business practices and processes that prevent that transition and support continued regional competitiveness and growth.
- 2.2 To address these barriers to growth, business resilience and net zero investment, DESNZ, DLUHC, working with WMCA, propose a programme that will target 4000 energy efficiency audits of sites within the West Midlands and provide access to subsidised sub-metering and capital grants for energy efficiency investments. Of the £24.6M, £9.1M will support these energy audits. Capital grants of £10.5M in the WMCA geography and £5M in the wider ITL1 region will be available to firms who have received an audit and will be aimed at interventions that reduce firm level energy consumption.
- 2.3 The benefits this programme will produce relate to both the capital and revenue investment, the programme will generate a conservative estimate of 332GWh of energy savings; a NPSV of £24m and a SBR of 1.95. The best-case scenario has the potential to deliver substantially higher net benefit of £115m, a SBR of 5.66 and an energy demand reduction of 631.75 GWh<sup>1</sup>.

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<sup>1</sup> Economic Case, FBC Pg 12

### **3. Delivery Model**

- 3.1 Delivery will be across the ITL1 geography of the West Midlands although the majority of the delivery (and all of the DLUHC funded aspect) will be within the WMCA area. The programme is aligned to the WMCA regional Decarbonisation Net Zero programme, supported by UK Shared Prosperity Fund, and similar programmes across Worcestershire and the Marches, Warwickshire, and Staffordshire. The primary reason for taking this approach and, as advised by Matthew Rhodes as Chair of the Industrial Energy Taskforce, is the practical challenge of delivering 4,000 energy audits in the WMCA geography by March 2025. It is the view of all delivery partners that this is a challenging target across the ITL1 geography and unachievable solely in the WMCA geography.
- 3.2 The project must be completed by March 2025 and, from a national government perspective, has additional objectives of collecting data on the efficacy of different types of intervention in different types of company from across the highly diverse West Midlands industrial demographic, and thereby identifying the most effective way of delivering public policy to improve the resilience of UK supply chains to global energy price shocks.
- 3.3 It is proposed that the WMCA will act as the accountable body for the BEAS Programme delivered across the ITL1 geography in the West Midlands. This replicates the successful model in place for Made Smarter – West Midlands.
- 3.4 The funds will be delegated by the WMCA to delivery partners across the region with overall project governance and assurance provided through a three tier governance model shown in Section 6 of this document. The governance model will include all relevant stakeholders, including DESNZ and DLUHC and representation from LA partners.

### **4. Strategic Aims and Objectives**

- 4.1 The objectives of this project are to support WMCA and regional efforts to overcome market failures inhibiting energy-exposed West Midlands manufacturers and businesses (in the ITL 1 West Midlands region) from mitigating the impacts of energy cost rises and the transition to net zero. The approach has been developed with the help of the West Midlands Industrial Energy Taskforce and responds, in part, to the recommendations of the Taskforce.
- 4.2 This programme is seeking to drive an increase in regional Energy Productivity within the West Midlands ITL1 area. It will reduce energy input required as % of regional GVA and in addition increase in productivity from new investment in new processes. The programme will:
  - Deliver 4000 energy efficiency audits which provide significant data to inform future policy. Energy Audits support businesses in quantifying and benchmarking their emissions (audits of the energy used by their buildings, industrial processes and operations), identify cost-effective energy saving measures, set validated emissions targets and embed low carbon strategy within the company.

- Deliver up to £15.5m in capital grants (Revenue expenditure funded from capital under statute (REFCUS)) to subsidise business investment in reducing energy demand. Grants will be for the energy efficient replacement and/or upgrade to existing industrial or commercial processes or buildings.

4.3 This will lead to an:

- Increase in regional Energy Productivity by reducing energy input required as % of regional GVA,
- Increase in productivity from new investment in new processes,
- Supply chain energy resilience
- Protection of skilled jobs and creation of new skills jobs
- Increased regional Energy Productivity: £24m reduction in energy consumption across all sectors without impacting output GVA,
- SMEs reduce their energy costs,
- SMEs reduce their carbon emissions,
- DESNZ utilises data to “learn lessons” –specifically with the aim of developing future policy interventions suitable for SMEs, in the pursuit of Net Zero.
- More resilient supply chains
- shows the outputs per area, by programme and by funding route.

4.4 The following table shows the outputs per area, by programme and by funding route to reach the objective of 4000+ audits.

*Table 1: Outputs by area and Programme*

Delivery Partner <sup>2</sup>	Region	Funding Route	Standard Audit	Energy intensive Audit	TOTAL Audits
Aston University (Lead) coventry City Council, Black Country Consortium	WMCA	BEAS	1310	120	1430
Worcester CC	Worcestershire and Marches		180	20	200
Warwickshire CC	Warwickshire		100	0	100
Staffordshire CC	Stoke and Staffs Audits		240	0	240
HVMC	WM ITL1		0	190	190
Aston University	DNZ Audits	SPF and other routes	1437	60	1497
Worcester CC	BEEP Audits		200	50	250
Warwickshire CC	Warwickshire Audits		85	0	85

<sup>2</sup> Details of delivery partners can be found in Section 3 of the Full Business Case.



<b>Staffordshire CC</b>	<b>Green Solutions</b>		60	0	60
<b>TOTAL AUDITS</b>			<b>3612</b>	<b>440</b>	<b>4052</b>

4.5 Eligible businesses for audits and grants will be:

- SMEs, as defined as an organisation that has less than 250 employees and a turnover of less than £50 million or balance sheet total of less than £43 million, from all sectors (excluding agriculture, forestry and fishing).
- Businesses need to have been running for at least 12 months (established company) and the assessment will focus on existing processes and/or buildings.
- The target is for a 50:50 split between commercial and industrial sectors with a good mix of micro, small and medium businesses, and a diversity of sectors.

4.6 Each delivery partner will be responsible for marketing to their business base and will be supported by a marketing manager based within the WMCA.

4.7 The £10.5m DLUHC funding in the WMCA area will be delivered by one or more Local Authority subject to capacity and capability (please note that DESNZ have requested one lead LA). It is expected that we will engage with a single LA as lead representing a consortia of partners.

## 5. Financial Implications

5.1 Note that both the DESNZ BEAS business case has been approved by the DESNZ Investment Committee and Treasury. DLUHC have confirmed that they will use the same business case for their funding stream, timelines for release of that funding are still to be determined. Ministerial sign off on the Section 31 Letter is expected next week.

5.2 As the funding will be from DLUHC and DESNZ, there is a risk that the conditions and timelines may not align, therefore it is understood, that the two projects will in practice be considered together by HMT, DLUHC and DESNZ.

5.3 Once the funding from DESNZ and DLUHC is confirmed the conditions will be reviewed to ensure contain conditions are acceptable to WMCA in respect of conditions precedent, clawback, VAT and eligible expenditure. These conditions should not be materially different to those expected as documented throughout this report, and in particular should contain conditions acceptable to WMCA in respect of conditions precedent, clawback and eligible expenditure.

5.4 All funding will be drawn down in arrears and based on evidenced spend reducing the risk to WMCA finances.

5.5 The project will run until 31 March 2025, with exact timings on funding and delivery to be agreed. Although timescales are tight no expenditure will be incurred at risk in advance of confirmation of both sources of grant funding.

5.6 The grant of £24,609,772 requested is a maximum and any inflation has been accounted for and managed within the programme.

5.7 The table below shows the funding required to deliver 2160 audits and £15.5m in grants. A further 1892 audits are being provided by the sub regional programmes mostly funded through SPF<sup>3</sup> but supported by £5m in grants from the BEAS programme. The table shows the most up to date figures.

5.8 This funding is aligned to other similar energy efficiency programmes which in the main are funded through SPF. It is by aligning these programmes with BEAS that the target of 4,000 audits will be achieved.

Table 2: Financial Summary

	TOTAL	23/24			24/25		
		DESNZ RDEL	DESNZ CAP	DLUHC CAP	DESNZ RDEL	DESNZ CAP	DLUHC CAP
Audit Project Management	£700,107	£233,369	£0	£0	£466,738	£0	£0
Audit Delivery	£4,851,716	£1,617,239	£0	£0	£3,234,477	£0	£0
Grants Project Management	£2,325,000	£325,000	£0	£0	£1,500,000	£0	£0
Grants	£15,500,000	£0	£1,666,667	£500,000		£3,333,333	£10,000,000
Contingency	£296,575	£102,192	£0	£0	£194,383	£0	£0
Marketing	£378,600	£189,932	£0	£0	£189,932	£0	£0
WMCA Costs	£557,774	£185,925	£0	£0	£371,849	£0	£0
<b>TOTAL</b>	<b>£24,609,772</b>	<b>£2,653,024</b>	<b>£1,666,667</b>	<b>£500,000</b>	<b>£6,456,748</b>	<b>£3,333,333</b>	<b>£10,000,000</b>

## Governance

6.1 Programme governance will be undertaken by both DESNZ, DLUHC and WMCA. Governance will require collaboration between the three bodies, but DESNZ and DLUHC governance will focus on overarching sponsorship and accountabilities, while the WMCA will focus on directly managing the relationship with delivery partners.

6.2 With three bodies involved in the management of the pilot, there are three senior responsible officers:

- **DESNZ SRO:** Overall accountability for DESNZ contributions to programme.
- **DLUHC SRO:** Accountable for DLUHC contributions to the programme.
- **WMCA SRO:** Responsible for WMCA FBC and upholding delivery plan.

6.3 Below is listed the governance framework for the pilot to meet these objectives, beginning with the highest tier in scope:

<sup>3</sup> More information can be found in Appendix 10 of the FBC

**Project Sponsor Board** (*meeting quarterly*) – *governance objective 1.*

**Led by DESNZ**, with membership from WMCA and DLUHC.

This body will discuss the progress of the pilot, information and deliverables, and potentially discuss any monitoring and evaluation insights. Further, DESNZ risks will feed into this forum, and WMCA may escalate their own risks as appropriate.

**Operations Group** (*fortnightly*) – *governance objective 2.*

**Led by WMCA**, with optional and expected observational attendance from DESNZ/DLUHC.

This forum will meet regularly, as it will be the primary forum for project managers to discuss progress with delivery partners against the milestones as agreed with DESNZ [and DLUHC] in the delivery plan. This group will ensure the pilot is delivering and quickly identify operational issues and performance from sub-contractors. All delivery partners will be part of this operations group.

**Region Wide Steering Group** (*meeting quarterly*) – *governance objective 3.*

**Led by WMCA and partners**, with membership from DESNZ and DLUHC. The group will include representation that covers all ITL1 delivery areas and includes business representation. This will include County Council Local Authority Officers, representatives from local delivery partners and well as sub-contractors such as energy auditors.

In this forum, delivery partners who will report to the group to feedback 'on-the-ground' intelligence to support the WMCA in its oversight of operational delivery arrangements.

- 6.4 The programme will form part of the Business Growth West Midlands service to all West Midlands businesses. As such, reporting on outputs and outcomes of the programme will be to the Economic Growth Board, as with all regional business support programmes. More information on the governance of this Programme can be found in Section 5 of the Full Business Plan.

## **7. Legal Implications**

- 7.1 WMCA has a power of general competence under section 1 of the Localism Act 2011 in relation to economic development and regeneration which will support this function.
- 7.2 The Legal Team will provide ongoing advice in relation to the commissioning, procurement, and delivery of the project as well as advice on subsidy control.
- 7.3 All delivery partners will need to have formal legal agreements in place and all legal Agreements must be formally completed before any payment is released.
- 7.4 An MoU will be put in place between DESNZ and the WMCA for the delivery of this programme based on a proposal for £14,109,772 being submitted to them. Funding will be issued under a Section 31 letter.
- 7.5 A similar MoU will also be in place with DLUHC based on a submitted proposal for £10.5m funding will be issued under a Section 31 letter.

## **8. Procurement Implications**

- 8.1 The Procurement Team will engage with and work with the Client in relation to all commissioning and ongoing procurement matters.

8.2 Delivery partners have been selected due to experience in providing similar programmes, provision of joint funding through SPF and other funding routes.

8.3 Procurement advice has confirmed that all delivery partners can be awarded direct awards without the need for an open tender process this approach has been used due to the tight time frames.

## 9. Single Assurance Framework Implications

9.1 This project makes use of new funding to the WMCA. The business case is largely written around the use of this funding rather than focusing on the delivery of the project, although it does explain what the project is and how it will be delivered. This is particularly the case for objectives, social value and monitoring, where there are weaknesses in ensuring that the benefits and objectives are successfully achieved and recorded.

9.2 There are lessons to be learned for the future in ensuring that the full picture of project delivery is adequately captured, and not just the immediate need to spend grant money on defined outputs. Without this full picture, there is a risk that expenditure does not achieve the 'big picture' change envisaged, and the reasons for this are not known and understood. However, in this case it is noted that much of this risk lies with government departments as the funders. It is recommended that this business case is approved.

### Key Risks

- **Financial Risk:**  
The programme is reliant on government department funding. Whilst it has been indicated that this funding is available, the business case has yet to be approved and the funding confirmed.
- **Delivery Risk:**  
Delivery timescales are tight. Delivery consortia identified are robust and proven but there is a residual risk that delivery cannot be completed within the specified timescale.

### Key Opportunities

- This programme brings additional funding in to WMCA and is aligned to strategic priorities by contributing to reducing energy use, aligned to #WM2041.

## 10. Inclusive Growth

10.1 There are no specific Inclusive Growth measures, but reducing energy use is a key element of the West Midlands Inclusive Growth principles.

## 11. #WM2041 Net Zero

11.1 WMCA declared a climate emergency in 2019 and identified a target date of 2041 by which the region should meet net zero target emissions. They also identified the need for all employees to understand the scale of the problem and take action to support climate mitigation policies. The Appraisal Team support this movement by dedicating part of the appraisal to identifying green benefits within the business case and / or suggesting improvements that the project can implement to reduce carbon emissions.

11.2 This business case will contribute towards #WM2041 by:

- Enabling and encouraging businesses to reduce their energy use and move to more efficient uses of energy.

## **12. Equalities Implications**

12.1 The delivery partners will be tasked via the brief to ensure the businesses are diverse by:

- Making sure marketing materials are inclusive, free of stereotypes, representing a variety of people and using inclusive language.
- Reaching diverse communities to gain a wider audience.
- Promoting the programme in media outlets that reach diverse audiences, including online and traditional formats.
- Ensuring the programme is accessible to people with disabilities by providing transcripts, captions, and other accommodations.
- Providing support for an array of different and diverse businesses across the region
- The Steering Group will reflect the regions diversity and strive to be as inclusive as possible.

## **13. Inclusive Growth Implications**

13.1 This programme is seeking to reduce energy usage and drive an increase in regional Energy Productivity within the West Midlands ITL1 area. It will reduce energy input required as % of regional GVA and in addition increase in productivity from new investment in new processes. The programme will:

- Create new employment opportunities so that they are for people from all backgrounds, including those who are underrepresented in the workforce.
- 4000 energy efficiency audits which provide significant data to inform future policy
- Grow SME's within the region and energy demand reduction for SMEs
- Develop a supportive business environment will make the region more attractive to businesses that are looking to relocate or expand.
- Encourage and support businesses to reduce their energy input. Likely to boost slow-growing businesses or those in declining industries due to energy consumption. This innovation will boost competitiveness and productivity.
- Will protect skilled jobs within businesses.
- Creating collaborative partnerships.

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

14.1 The programmes will be available to businesses with an operational base or registered in the seven local authorities of the WMCA and the wider ITL 1 region. WMCA will be the accountable body for delivery across the ITL1 West Midlands.

## **15. Schedule of Background Papers**

### BEAS Full Business Case

Appendix 1: Theory of Change

Appendix 2: Benefits Realisation Plan

Appendix 3: Risk Management Strategy

Appendix 5: Communication Strategy

Appendix 6: Project Delivery Plan

Appendix 7: Change Management Strategy

Appendix 8: Finances

Appendix 9: Delivery Requirements

Appendix 10: Economic Case

Appendix 11: Monthly Monitoring Data

Appendix 12: Monitoring and Evaluation Data Requirements



## WMCA Board

<b>Date</b>	15 September 2023
<b>Report title</b>	Refreshed Regional Road Safety Strategy
<b>Portfolio Lead</b>	Transport - Councillor Mike Bird
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
<b>Accountable Employee</b>	Mark Corbin, Director of Network Resilience, Transport for West Midlands email: mark.corbin@tfwm.org.uk

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

#### WMCA Board is recommended to:

- (1) Adopt the Refreshed Regional Road Safety Strategy 2023-2030.
- (2) Agree to launch the Refreshed Regional Road Safety Strategy 2023-2030 at the WMCA Board meeting on 15 September 2023.

#### 1. Purpose

- 1.1 The purpose of this report is to update WMCA Board on the finalisation of the Refreshed Regional Road Safety Strategy 2023-2030 and request its adoption and launch for implementation across the region.
- 1.2 The report provides a brief update on the finalisation of the Refreshed Regional Road Safety Strategy 2023-2030 and development of the Regional Road Safety Action Plan 2024-2030, which is being informed by all partners to provide a clear framework for evidence-based delivery.

## 2. Background

- 2.1 The West Midlands Local Transport Plan sets out a vision for a region where the transport system is equitable providing everyone with good access to opportunities whilst reducing the impacts that it has on people and places. Creating the right conditions where everyone can safely and reliably choose walking, cycling, scooting and wheeling as their first and obvious choice for most short journeys is a key aim for this LTP. If we are to deliver on the LTP objectives as set out in the 5 Motives for Change, then safer roads in the West Midlands are an essential requirement for all residents, businesses and visitors travelling in and through our region. The draft LTP Big Moves published earlier this year set out the headline aim for region to integrate Vision Zero into the future thinking of road safety – a long-term mission that recognises that deaths and serious injuries on the road are not an acceptable price to pay for mobility. In addition, it set out that above and beyond achieving a 40% reduction in the amount of KSI's across the region by 2028, the West Midlands will also adopt a more stretching target of a 50% reduction in number of killed and seriously injured road casualties by 2030. This would be set out in further detail in the Refreshed Regional Road Safety Strategy in 2023-2030. This would include the type and focus of measures, which is the subject of this report.
- 2.2 In the first two reporting periods of the Regional Road Safety Strategy 2019-2028, the number of killed and seriously injured casualties (KSIs) in the Metropolitan Region reduced by 16% based on the 2015-2017 baseline. In the same period, the average annual societal cost of KSIs in the region reduced from £320 million to £295 million despite a 10% increase nationally in the Department for Transport's 'Average Value of Prevention' figures<sup>1</sup> for fatal and serious casualties (based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property).
- 2.3 Despite these early successes, the Regional Road Safety Partnership agreed to enhance the strategic approach by refreshing the Regional Strategy in accordance with the Core Principles as set out in the LTP refresh. This included:
- Adopting Vision Zero as the long-term mission for road safety in an effort to eliminate all fatal and seriously injured road casualties;
  - Enhance the 2028 casualty reduction target from 40% to 50% to be achieved by 2030 in line with the Updated Local Transport Plan and aligned with the international Towards Zero campaign;
  - Include four safety performance indicators relating to incidents, casualties, societal cost and vehicle miles travelled;
  - Include opportunities for innovation;
  - Demonstrate opportunities for collaboration.

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<sup>1</sup> <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#casualties-and-vehicles-combination-ras06>



- 2.4 Regional road safety partners (being all metropolitan authorities, West Midlands Police, Office of Police and Crime Commissioner, West Midlands Fire Service, Motor Insurers' Bureau, National Highways, RoadPeace, Road Safety Foundation, RoSPA, and Department of Health and Social Care) have been instrumental in the development of the Refreshed Regional Road Safety 2023-2030, working collaboratively in face-to-face away days and providing comment/feedback on draft versions. All comments received by the partnership have been fully addressed to the satisfaction of partnership members.
- 2.5 The Refreshed Strategy's objectives are to:
- Maximise the benefits of collaborative innovation through the regional partnership;
  - Use the Strategy as a lever to secure sustainable internal and external delivery funding and investment;
  - Broaden the evidence-base to more effectively strengthen strategic decision making;
  - Ensure local and regional delivery works collectively towards an extended 50% reduction in KSIs by 2030 and the integration of safety performance indicators (SPIs) in accordance with best practice, including the Parliamentary Advisory Council for Transport Safety report on Safe System Indicators.
- 2.6 A public engagement exercise was also initiated between 12 May 2023 and 4 June 2023. There were 1364 visitors to the Road Safety Strategy engagement pages a total of 328 confirmed participants who contributed to the engagement survey. While it is appreciated that this is a limited number of respondents, headline results from this engagement show that:
- 41% of respondents felt very unsafe/unsafe when using the road network, with just 24% feeling safe/very safe. Those who frequently cycled/scooted felt most unsafe when using the road network (71%), followed by those who walked (50%);
  - 88% agree with the adoption of Vision Zero as a long-term mission to eliminate road death and serious injury. Those who cycle/scoot (97%) or walk/ wheel (95%) were most likely to agree;
  - The overwhelming majority of respondents agreed that TfWM and Local Authorities should work together on improving road safety across the region (95%);
  - 48% of respondents were 'satisfied' or 'happy' with the target of a 50% reduction in the number of killed and serious injured casualties by 2030, with one-third 'neutral' and 20% 'unhappy' or 'dissatisfied'.
- 2.7 We are working closely with TfWM's Community Engagement Team and WMCA's Police and Strategy Team to enhance future road safety engagement and consultations particularly with the revised action plan as referred to in section 2.10.
- 2.8 To support delivery of the regional approach and to oversee regional delivery, the Police and Crime Commissioner now chairs the Regional Road Safety Strategic Partnership, which meets on a quarterly basis. To provide targeted advice and guidance to all partners, three sub-groups have been established (Enforcement, Data Insights, and Funding and Investment).
- 2.9 The Refreshed Strategy is essentially a policy document that in addition to improving road safety will contribute towards the Local Transport Plan and provide benefits for reducing congestion, improving air quality and enhancing public transport efficiency.

2.10 A Road Safety Action Plan 2021-2024 already exists to support the delivery of the strategic road safety approach, and the Regional Road Safety Partnership will now begin developing the 2025-2030 Action Plan to accompany the refreshed strategy. The objectives of this Action Plan are:

- Ensure that all future actions are evidence-based and focused on results;
- That the actions meet existing challenges as well as those of emerging themes;
- That the strategic approach recognises both local and regional priorities and activities, ensuring that all interventions are working collectively towards the long-term mission, casualty reduction target and safety performance indicators;
- Provide clarity on roles and responsibilities;
- Provide a clear monitoring and evaluation framework.

2.11 A formal consultation exercise for the Road Safety Action Plan 2024-2030 has been pencilled in for February/March 2024 and we will be looking at ways we can get better representation and feedback for all communities within the West Midlands working with partners. This will seek the views of partners, stakeholders and the public on those evidence-based actions required to achieve the objectives and targets of the Refreshed Regional Road Safety Strategy 2023-2030.

2.12 To support this, a number of actions will be taken:

- To provide information relating to the demographics of respondents to the public engagement exercise undertaken between 12th May 2023 and 4th June 2023 (now provided in Section 2.6 of this paper);
- Provide a summary analysis of killed and seriously injured casualties by age, mode type and impairment through drugs and alcohol (provided in Appendix 1);
- Provide a summary of proven road safety interventions (provided in Appendix 2, although not comprehensive);
- Produce a Consultation Plan in preparation for the formal consultation on the Road Safety Action Plan 2024-2030 and work with wider partners to increase the responses from our more diverse communities.

2.13 The results of the demographic analysis of those responding to the public engagement event demonstrate several lessons to learn and act upon when we formally consult partners and the public on the Road Safety Action Plan 2024-2030. It is noted that a much more representative profile of the region's communities and residents is required.

### **3. Financial Implications**

3.1 At this stage, this is a policy document for the Regional Road Safety Strategy. Funding to implement the refreshed strategy and the associated Action Plan will be in accordance with concurrent statutory duties. It is understood that relevant parties ie; WMCA/TfWM, Local Authorities, Strategic Transport Board and other the Road Safety partners will need to identify where funding sources for this activity can be utilised from. This may include City Region Sustainable Transport Settlements.

3.2 The evidence base created in the development and monitoring of the Refreshed Regional Road Safety Strategy will support TfWM and all local authorities to prioritise development and delivery of their road safety interventions.

3.3 It has been noted that RRSSG, in collaboration with all of its partners, will work to leverage additional external funding and investment to enhance implementation of the Safe System approach.

#### **4. Legal Implications**

4.1 The Mayor of the West Midlands has concurrent powers with constituent authorities for road safety under Section 39 (2) and (3) of the Road Traffic Act 1988 by virtue of Part 2 of the West Midlands Combined Authority (Functions and Amendment) Order 2017, for purposes of Promoting Road Safety. These powers apply to the West Midlands Combined Authority area. There are no additional legal implications arising from the contents of this report.

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

5.1 Motor vehicles have a negative impact on health, safety, air quality and climate change. The LTP outlines the need to set out policies to promote a safe, integrated, efficient and economic transport system. The Refreshed Regional Road Safety Strategy 2023-2030 will directly align to the LTP and contribute to addressing this challenge through evidence-based road safety solutions.

5.2 Through the creation of a safer road environment, the Refreshed Regional Road Safety Strategy 2023-2030 will strengthen communities by increasing safe alternatives to the motor car that provide greater connectivity, improve health by enhancing active travel options, and decrease air pollution by reducing vehicle speeds, and using effective incident management and enforcement to minimise congestion caused by road traffic collisions.

#### **6. Equalities Implications**

6.1 The refreshed strategy recognises the needs of road users unable to afford a motor vehicle by improving social mobility and accessibility through the provision of safe and healthy travel choices, such as cycling and walking, and making streets safer to walk and wheel.

6.2 The refreshed strategy acknowledges the differences across communities throughout the Metropolitan region, using innovative studies to better understand community-based safety issues, ensuring that road users of all types feel safe when operating on the road network, as well as adopt safe practices.

#### **7. Inclusive Growth Implications**

7.1 Improvements in road safety, in line with the West Midlands Regional Road Safety Strategy, will have positive impacts for inclusive growth in the West Midlands by supporting the following inclusive growth themes:

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

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

- 8.1 This report covers the West Midlands Region of the 7 constituent authorities of the West Midlands Combined Authority, although non-government partners, and those outside of the region are also included.

## **9. Other Implications**

- 9.1 No other implications have been identified.

## **10. Schedule of Background Papers**

- 10.1 Refreshed Regional Road Safety Strategy 2023-2030.
- 10.2 Summary of casualty statistics requested through Transport Delivery, Overview and Scrutiny Board and Strategic Transport Board (Appendix 1).
- 10.3 Summary of quantifiable road safety interventions (Appendix 2).



**West Midlands**  
Combined Authority

# **Refreshed Regional Road Safety Strategy 2023-2030**



## Foreword from the Mayor – Andy Street

In 2019, we launched the Regional Road Safety Strategy 2019-2028 aimed at reducing the number of people killed and seriously injured on our road network. The primary objective of the strategy was to achieve a 40% reduction in the number of people killed and seriously injured on our road network by the end of 2028.

Data for the second reporting period (2019-2022) of this strategy shows a very promising 16% reduction in the number of fatal and serious injury already, although this will undoubtedly have been impacted by the COVID-19 pandemic. This reduction has also supported our plans for stronger economic growth, with the average annual societal of killed and seriously injured casualties reducing from £320m between 2015-2017 to £295m in 2019-2021. This performance is testament to the commitment and expertise of all our local and regional partners.

Nevertheless, it is imperative that we continually review and refresh our approach to road safety to ensure that the partnership is working towards a common goal with a long-term mission, whereby nobody is killed on our roads – Vision Zero. To support this, we need a strong mandate for action on road safety that reinforces implementation of a Safe System through evidence-based collaboration, clear roles and responsibilities, alignment with the Local Transport Plan and a challenging intermediate target.

As such, we have refreshed our strategic approach to road safety. This includes adoption of Vision Zero, greater emphasis on the systematic approach to make the road network safe, recognition of local and regional delivery and how the collective effort works more effectively towards a common goal. The refresh enhances the intermediate road safety target and introduces four key performance indicators to provide a broader understanding of overall improvement. In addition, it acknowledges the contributions to wider transport policies around active travel, behaviour change, civil and criminal enforcement, congestion management and public transport efficiency.

This Refreshed Regional Road Safety Strategy 2023-2030 succeeds the previous strategy and extends the intermediate target to a 50% reduction in the number of people killed and seriously injured on our road network by the end of 2030.

It is not expected that Vision Zero can be achieved within the timeframe of this strategy. However, it is vital that we create the right building blocks for future success so that residents, visitors and people travelling within and to the region for work can travel without the risk of death and serious injury.

The effective implementation of a Safe System drives collaboration between all partners and disciplines. It also recognises the positive impact that individual road users (our biggest stakeholder) can play in contributing to achieving safety and efficiency on our network.

We believe that the adoption of this refreshed strategy heightens the importance of road safety in our region. It not only guides the effort towards a safe road environment, but also contributes towards delivery of a reliable road network, a more vibrant and stronger regional economy, increasing use of sustainable modes of transport and enhancing public transport efficiency.

## Message from the Police and Crime Commissioner

In my Police and Crime Plan 2021-2025, I made a commitment to ensure that road safety is at the heart of existing and new forms of transport. To achieve this pledge, we need an ambitious and strong road safety strategy, that encourages collaboration and drives the partnership towards the delivery of a safe road network.

I am pleased that we are not resting on our laurels, following the early success of the Regional Road Safety Strategy 2019-2028. It is important that we continually review the strategic approach, to ensure that it is fit for purpose and provides all road users with the level of safety that they are entitled to.

The integration of Vision Zero as the region's long-term mission is a necessity, not only for addressing today's challenges, but also applying evidential foresight of the challenges that will arise from future mobility. I wholeheartedly agree that we simply cannot accept death and serious injury on the region's road network.

As stated in the Police and Crime Plan, I will work in collaboration with the wider Road Safety Partnership, to achieve five overarching themes:

- Reducing the number of people killed and seriously injured on the Strategic Route Network and the Key Route Network, seeking to achieve the United Nations General Assembly target of reducing road deaths by 50% by 2030;
- Continuing to ensure support is available for the families of those bereaved, through fatal road crashes;
- Reducing congestion and improving network resilience;
- Reducing the carbon footprint, wider environmental impact and negative public health consequences associated with road travel;
- Reducing criminal use of the roads, by addressing, for example, street racing, speeding, uninsured drivers, and denying use of the roads to organised crime.

I will continue to support our local authority partners, to seek the transfer of moving vehicle enforcement from the police, as part of the national policy shift in this area. Key to this, will be a co-ordinated regional approach for how these powers are administered. I will work to support this. We will also review how policing can support network resilience, on an operationally effective and sustainable basis.

Proper enforcement of speeding and other offending on our roads is vital in creating a safe environment. However, income from fines currently goes to central government and is not retained locally for investment in road safety initiatives. As a result, schemes are small in number and do not address the scale of the problem. I will continue to campaign to change this.

This Refreshed Regional Road Safety Strategy 2023-2030, provides the building blocks to effectively implement a Safe System approach to these issues and strengthen the institutional structure, to promote road safety to all local and regional stakeholders, while working towards the establishment of a dedicated and sustainable road safety fund.

**Simon Foster** - Police and Crime Commissioner



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## Purpose of the Refreshed Strategy

While central government sets the regulatory framework for roads, vehicles and road users, road safety delivery occurs primarily at local and regional levels working in partnership with many other stakeholders. The Mayor of the West Midlands and the seven constituent local authorities of the region have concurrent statutory duties under the Road Traffic Act 1988 to:

- Take steps both to reduce and prevent road traffic collisions;
- Prepare and carry out a programme of measures designed to promote road safety;
- Carry out studies into collisions arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area; and
- Take such measures as appear to the authority to be appropriate to prevent such collisions.

Local authorities have formulated and delivered strategic road safety policies for the last four decades using local data to identify issues and improve the safety of road users and satisfy the statutory duties. To deliver on the Mayor's statutory duty, a Regional Road Safety Strategy 2019-2028 was launched. This was aimed at applying a regional approach to the improvement of road safety, working alongside our local and regional partners to enable and coordinate further evidence-based interventions.

In September 2021 an interim review was undertaken of the Regional Road Safety Strategy 2019-2028. This review concluded that while current performance against the target of a 40% reduction of killed and serious road casualties (KSIs) by 2028 was positive, the rapidly developing road safety landscape requires an enhanced transformational approach to reducing risk levels to those most at-risk of death and serious injury on the West Midlands Metropolitan Region's road network.

In the second reporting period of the current Regional Road Safety Strategy (2019-2021), the number of KSIs reduced by 14.1% compared to the baseline period of 2015-2017. Whilst this progress is encouraging, in part thanks to the commitment and dedication of partner organisations, it is recognised that wider factors such as the COVID-19 pandemic and cost of living crisis will have impacted upon travel demand and modal choice, influencing this result.

Despite progress, considerable challenges remain. These include the growing use of e-mobility modes of transport, increases in the use of vehicles with varying levels of connected and autonomous functionality, the success of the region's policy to reduce car dependency by encouraging active travel and the prioritisation of road space to enhance the efficiency of public transport.

The Refreshed Road Safety Strategy needs to sit within the context of overall transport policies and ensure that it adds value by recognising the impact that each intervention has on the implementation and operation of a safe, efficient and green road network. For example, the use of new local authority powers to enforce moving traffic contraventions will impact positively on safety but will also help to reduce congestion, improve air quality and ensure the free movement of traffic, including public transport, at specific locations.

Alignment to the new Local Transport Plan is vital. West Midlands Combined Authority and the seven city and metropolitan borough authorities are legally required to deliver the Local Transport

Plan through the use of all their powers and functions. This will support clarity on roles and responsibilities at both local and regional levels and assist in identifying areas for collective delivery.

It is important that we harness the growing momentum shown through current road safety performance figures and push further and faster. The scale of the road safety challenge requires a step-change in the approach that we take. The purpose of this Refreshed Regional Road Safety Strategy 2023-2030 is to:

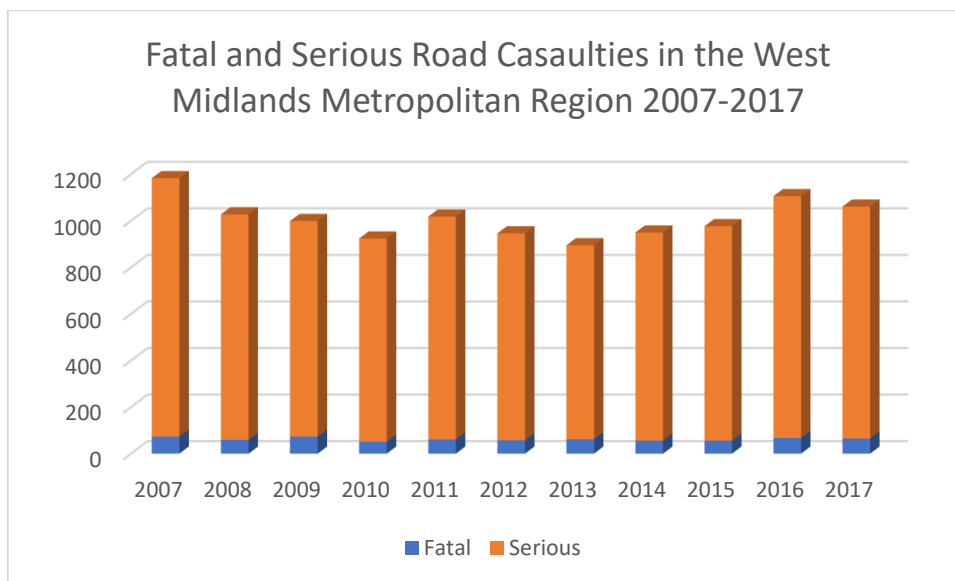
- Deliver on political ambitions to integrate Vision Zero as the region's long-term road safety mission, acknowledging that death and serious injury on our road network is unacceptable;
- Enhance implementation of a collaborative Safe System, acknowledging that road system failures allow incidents to become fatal or serious;<sup>1</sup>
- Recognise that reducing fatal and serious injuries is a collective responsibility between all stakeholders, including road users;
- Align with the Towards Zero Foundation's casualty reduction target of a 50% reduction in the number of KSIs by 2030 as defined in the developing new Local Transport Plan and target 3.6 of the Sustainable Development Goals;
- Encourage innovation to identify risks and determine quantifiable solutions;
- Use the Refreshed Regional Road Safety Strategy 2023-2030 as a lever to identify and secure a sustainable funding framework (over and above the current programme of work) that enables delivery of the Regional Road Safety Action Plan, drives innovation, focusses on a common goal, and builds upon the work of local authorities and other partners;
- Ensure the level and quality of data available is fit for purpose and accessible in a workable format / tool to help beneficial and accurate strategic decision making and
- Monitor and evaluate a broader dataset that demonstrates overall performance in road safety improvement and provides a robust evidence-base in which to make strategic decisions.

### Casualty Reduction Performance

Between 2007 and 2013, the Region had seen a steady and sustained reduction in fatal and seriously injured road casualties. Advances in vehicle safety, enhanced road safety engineering, improved driver training, better road safety education and improvements in trauma care positively contributed to this reduction. However, since 2013, road collisions and casualties had started to rise on the region's road network.

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<sup>1</sup> Salmon et al (2012) 'Managing error on the open road: The contribution of human error models', *Safety Science*, 48: 1225-1235.



**Figure 1: Annual killed and seriously injured casualty performance in the West Midlands Metropolitan Region 2007-2017**

This increased risk to safety, health and wellbeing of road users within the West Midlands Metropolitan area showed how important it is to develop a regional road safety strategy. The role of the refreshed strategy is to work with the Road Safety Partnership to build on long-standing local and sector-based road safety activity, and guide and coordinate regional action to reduce the social, health and economic losses associated with road collisions.

The Regional Road Safety Strategy 2019-2028 used data to provide critical understanding of the causation of road traffic collisions in order to identify road safety priorities for those road users most at-risk of death and serious injury and communities or locations. Those identified as most likely to be killed or seriously injured were pedestrians, pedal cyclists, motorcyclists, car/taxi occupants and public transport occupants. This intelligence was subsequently used to develop and implement proven solutions to the growing transport challenge.

The Strategy also set the ambition for the region by stating a target of a 40% reduction in KSIs among the targeted road user types by 2028 based on a baseline period of 2015-2017. This was aligned to 'Movement for Growth: The West Midlands Strategic Transport Plan'. Reporting against this target is undertaken by adopting a three-year average rolling period.

The table below shows the progress made towards the 2028 target in the first two performance reporting periods.



**Table 1: Progress towards the 2028 KSI reduction target in the first two strategic reporting periods based on the 2015-2017 baseline (by targeted road users defined in the current Regional Road Safety Strategy)**

	Baseline 2015-2017 annual average	2018-2020 annual average	2019-2021 annual average	2028 target
<b>Overall WMCA area KSI figures</b>	1048	948	900	629
<b>Percentage change from baseline (2015-2017)</b>	-	-9.5	-14.1	-40

In absolute terms the number of KSI's reduced by 9.7% in the 2018-2020 reporting period and 16% during the 2019-2021 reporting period. A per capita comparison taking account of variances in population<sup>2</sup> shows the number of KSI's has reduced by 13.2% per 100,000 population in the 2018-2020 reporting period and 16.2% per 100,000 population during the 2019-2021 reporting period.

It should be noted that these results are likely to have been influenced by the impact of the COVID-19 pandemic. During this period, research suggests that lock down periods and travel restrictions resulted in decreases in traffic flow, increased vehicle speed, adoption of risky driving behaviours and changes in travel modes<sup>3</sup>.

Comparing overall 2019 KSI data (pre-pandemic) to 2022 performance, the number of KSIs remained the same (52 fatalities and 941 serious injuries). However, when comparing 2022 data to the 2015-2017 baseline figures by individual road users we can see several variances.

**Table 2: Variances in KSI by road user group 2015-2017 vs 2022**

	2015-2017	2022	Variance (%)
Pedestrians	365	333	-8.8
Pedal Cyclists	126	106	-15.9
Motorcyclists	182	128	-29.2
Cars/Taxi	345	369	+6.9
Goods Vehicles	12	16	N/A*
Public Transport	7	9	N/A*
Other	11	31	N/A*

\* Variance levels are less meaningful due to the low actual numbers of KSIs

<sup>2</sup>

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

<sup>3</sup> <https://agilysis.co.uk/2020/07/09/new-research-shows-increased-vehicles-speeds-during-covid-19-lockdown/>

Table 2 shows that the number of KSIs involving vulnerable road users (pedestrians, pedal cyclists and motorcyclists) has reduced by an average 18% in 2022 based on the 2015-2017 baseline period. While positive, these figures remain too high.

Despite traffic flows for cars/taxis in 2022 being lower than those seen pre-COVID (20.9 million miles travelled by cars/taxis in 2022 compared with an average 24.7 million miles travelled in the 2015-2017 baseline period<sup>4</sup>), KSIs for this road user group continue to increase. Significant progress is required to arrest this issue, not only by the delivery of effective road safety interventions but also through the success of other transport policies, including those relating to reducing reliance on private motor vehicles and increasing the use of active travel modes.

Casualty data is not the only source of information to measure the impact of improved road safety. Each year, the Department for Transport issues ‘Annual Value of Prevention’ figures<sup>5</sup> that show the societal costs of road collisions and each casualty type – with the average value of prevention for a fatality in 2021 being £2,114,526 and £237,614 for a seriously injured casualty. When calculated against the number of KSIs within the region for the baseline period (2015-2017) and the reporting periods of 2018-2020 and 2019-2021, the results show a significant reduction in the societal cost of KSIs (see Table 3). However, the two reporting periods of 2018-2020 and 2019-2021 were impacted by travel changes during the COVID-19 pandemic. When assessing 2022 as a post-COVID year, Table 3 shows a 4% increase in the societal cost of KSIs compared with the baseline period.

**Table 3: Societal cost of killed and seriously injured road casualties for each reporting period based on the Department for Transport’s Average Value of Prevention figures**

	2015-2017	2018-2020	2019-2021	2022
Societal cost of KSIs in the West Midlands Metropolitan Region	£320 million	£308 million*	£295 million*	£333 million**

\* Impacted by the COVID pandemic

\*\* Calculating 2022 KSI data with the latest average value of prevention figures (2021)

Robust and reliable data relating to KSIs is vital when measuring performance against an intermediate strategic target. However, use of a broader dataset can provide a balanced understanding of overall improvement at both the local and regional levels. Later in the Refreshed Regional Road Safety Strategy 2023-2030, a list of data is ascertained to provide wider assessment of performance. It also identifies other data sources that may provide an opportunity to informally assess improvements in road safety. Vulnerable road users will be targeted in the most vulnerable areas in each of the West Midlands local authority areas.

<sup>4</sup> <https://roadtraffic.dft.gov.uk/regions/10>

<sup>5</sup> <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain>

## Vision Zero

Vision Zero is an overarching strategic goal that aims to eliminate road death and serious injury. The concept is based on an underlying principle that *“it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system”*<sup>6</sup> and that *“road users have a right to expect that they should be safe”*<sup>7</sup>.

Despite the recent success in reducing KSIs on the Region’s roads, the number of road traffic deaths on our network remains unacceptably high. Achievement of the current 40% reduction target would still mean that 629 people will die or be seriously injured each year in the Region due to a road traffic collision.

As such, it is a necessity that our ambitions go beyond the current target. While the existing and refreshed strategies provide the building blocks for reducing harm to road users, the longer-term mission must be Vision Zero.

However, it is unrealistic to expect that zero road deaths and serious injuries can be achieved in the timeframe of the Refreshed Regional Road Safety 2023-2030. As such, sustainable and long-term activity is required that accepts the validity of Vision Zero and creates a holistic safe system based on shared responsibility. This includes all involved in planning, building, maintaining, and operating a road transport system, but also all road users.

## Safe System

Traditionally, road safety adopted a reactive approach to preventing collisions, using collision causation data to guide the development and implementation of individual or isolated interventions. While this has proven successful in reducing collisions over the last few decades in the UK, recent performance in reducing KSIs has plateaued. There is now industry consensus that true collision cluster sites are becoming increasingly rare, and so we need to proactively manage risk before collisions accumulate. This requires the development and operation of a road transport system better able to accommodate road user error and frailty – a Safe System.

A Safe System recognises that regardless of the interventions used to prevent road collisions, people will continue to make mistakes. It also acknowledges that the human body has a limit to which it can absorb the forces experienced when involved in a road collision<sup>8</sup>. This principle applies to all road users, whether vehicle occupant, motorcyclist, pedal cyclist, pedestrian or e-mobility user.

A Safe System provides resilience; meaning that if one part of the system fails, other components of the Safe System accommodate for the failure to retain a level of safety that does not result in death and serious injury.

The Safe System uses a broader qualitative and quantitative data set to measure and better understand current and future risk exposure to road users. This knowledge is then used to identify a systematic approach to delivering a safe road network, ensuring that all disciplines and stakeholders

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<sup>6</sup> Swedish parliament, 1997

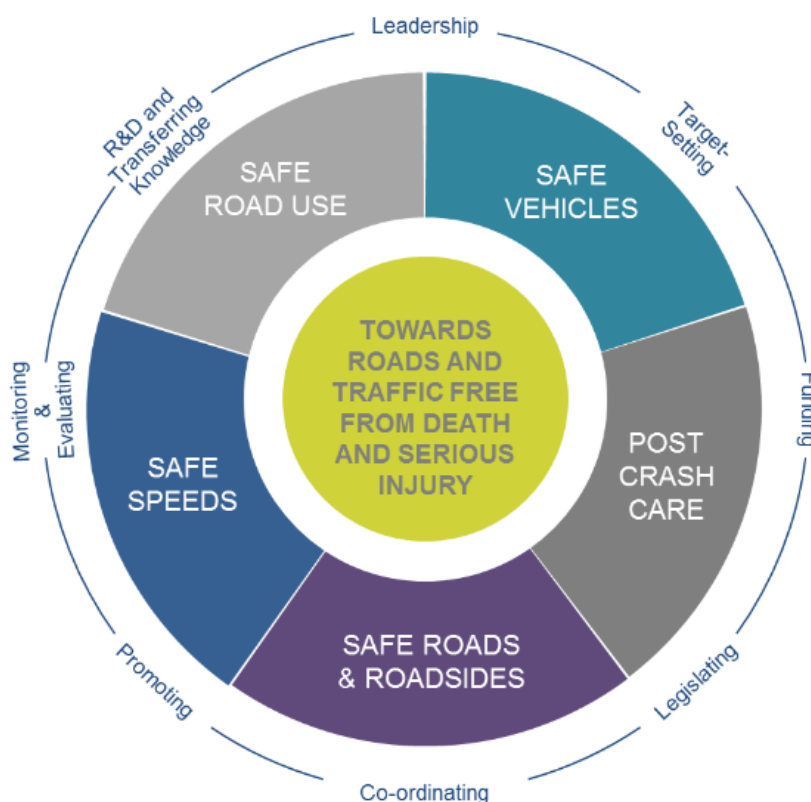
<sup>7</sup> OECD/ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris

<sup>8</sup> *Ibid*

(designers and road users) work collectively to produce a summary effect greater than the sum of the individual treatments<sup>9</sup>. Delivering an effective Safe System requires all disciplines and stakeholders to share responsibility and work in collaboration towards the Vision Zero goal and intermediate targets.

A Safe System aligns safety management decision making with broader transport policies too. These include economic, health and wellbeing and environmental goals<sup>10</sup>.

There are five essential components of a Safe System, as shown in Figure 2.



**Figure 2: Safe System Diagram<sup>11</sup>**

While these appear to be individual components, it is important that all components work collaboratively towards a common objective/ goal.

### Safe Vehicles

Motor vehicles have become much safer with the introduction of passive and active technologies.

<sup>9</sup> *Ibid*

<sup>10</sup> OECD (2008). Towards Zero: Ambitious Road Safety Targets and the Safe System Approach. Organisation for Economic Co-operation and Development

<sup>11</sup> Loughborough University Design School Safe System Course, 2017, with PACTS modifications, 2022. <https://www.pacts.org.uk/safe-system/>



- Passive safety devices include airbags and crumple zones and focus on reducing the severity of the collision and injury to vehicle occupants.
- Active safety devices include electronic stability control, autonomous emergency braking and intelligent speed assistance. These devices work to prevent a collision occurring. The introduction of Advanced Driver Assistance Systems helps identify a situation that could result in a collision and either take automatic evasive action or alert the driver through warning signals.

Despite the introduction of more advanced vehicle safety technologies, KSI car/taxi occupant casualties (drivers and passengers) increased by 7% in 2022 compared with the 2015-2017 baseline. The problem here may be more around how vehicles are being operated, although there is scope to ensure that the benefits of new safety technology are realised by encouraging the use of more modern vehicles that include tools such as Intelligent speed assistance (ISA - a system which informs, warns and discourages the driver to exceed the posted speed limit).

Future vehicle technology will need to operate in a much more intelligent transport system that develops around greater connectivity and an increase of the vehicle fleet consisting of autonomous functionalities. Vehicles of the future will likely benefit from connected and autonomous technologies, and these may offer significant safety benefits. However, these may take a long time to penetrate the region's vehicle fleet (the majority of vehicles may not be autonomous by 2050 for example) and the technologies will initially work best on motorways rather than where most of the region's KSIs occur.

The West Midlands Road Safety Partnership will need to collaborate with vehicle manufacturers, engineers, regulators, researchers and risk management experts to ensure that vehicles and road infrastructure are fit for purpose, although full autonomy is not expected within the timeframe of this Strategy. The increase in autonomous driving technology will bring many benefits for mobility but will also result in challenges as autonomous and driver-controlled vehicles interact, where drivers will take further risks assuming that the automated vehicle will see them and react to avoid potential collisions<sup>12</sup>.

In the meantime, the partnership needs to work alongside external collaborators to benefit from advanced driver-assistance system (ADAS) technologies. These include sensors and cameras to warn drivers of lane deviation when indicators have not been used, tyre pressure monitors, and systems alerting the driver (through a noise) to a potential collision when approaching another vehicle closely or at speed.

### Safe Roads and Roadsides

The way that roads are designed has an impact on safety and encourages road users to lead healthy and active lives. There is a growing desire among partnership local authorities to improve safety and liveability by reducing the impact and presence of motor vehicles and increasing cycling and walking through the implementation of low traffic neighbourhoods (LTNs). Research suggests that LTNs also

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<sup>12</sup> OECD/ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris

have a positive impact on air quality, crime and personal safety<sup>13</sup> and when applied using good practice could support in reducing KSIs.

Road infrastructure, such as vehicle restraint systems (barriers) can play a major role in the severity of a collision and the resulting injury. A study in Sweden found that vehicle safety, road infrastructure and road user behaviour contributed collectively to improve road safety but found that road-related factors were most strongly linked to fatal crash outcomes<sup>14</sup>. The study determined that road infrastructure must be based on a road user's tolerance to the forces of a crash through good road and vehicle design<sup>15</sup>.

All road users must be considered when designing or upgrading road infrastructure. This should begin by considering the needs of road users most at-risk of fatal or serious injuries and use evidence to determine the appropriate function, speed, road space and design features<sup>16</sup>.

To support active travel, Safe System principles demand either low operational speeds (e.g. below 20mph) or segregation from faster moving traffic to provide good protection for vulnerable road users, such as pedal cyclists and pedestrians. Where segregation is not possible, posted speed limits should be modified to reduce risk levels and the severity of collision an injury should a collision occur.

Safe System tools, such as the International Road Assessment Programme (iRAP) (already used on many routes within the region) provide a proactive approach to identify and manage risk levels on road infrastructure through the implementation of countermeasures proven to reduce road fatalities and serious injuries.

The focus for safe roads and roadsides is to implement a proactive approach to identifying risk and working with other Safe System components to create a safe and forgiving road environment; one that recognises that people will make mistakes but is suitably designed to demand lower operational speeds and prevent deaths and serious injuries should a collision occur.

### Safe Speeds

Excessive or inappropriate vehicle speed is the biggest determining factor of both the severity of collision and the severity of injury. This is due to the levels of kinetic energy and forces that need to be absorbed by both the vehicle and the involved road user. Small changes in vehicle speed also influence the effectiveness of road and vehicle interventions aimed at preventing death and serious injury.

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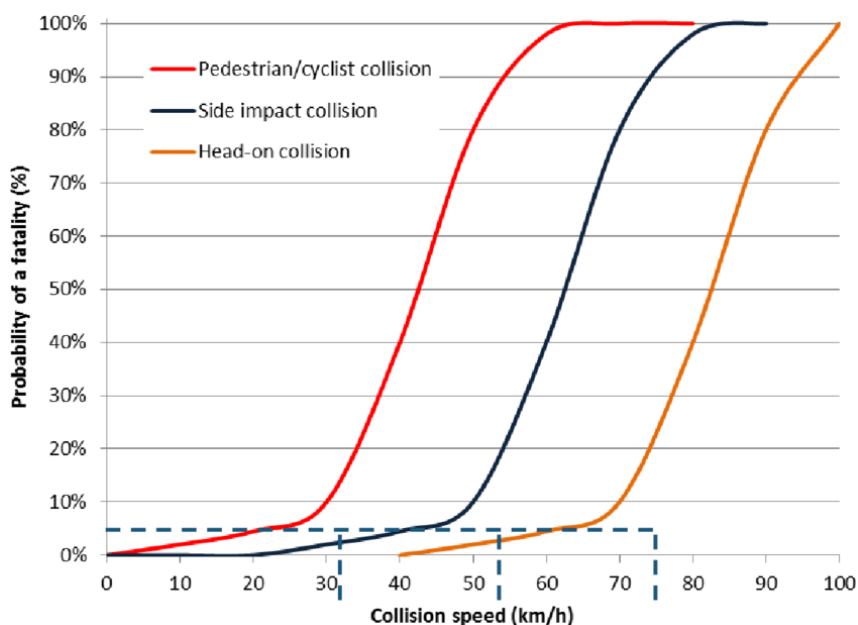
<sup>13</sup> Aldred, Rachel; Goodman, Anna (2020-09-10). "Low Traffic Neighbourhoods, Car Use, and Active Travel: Evidence from the People and Places Survey of Outer London Active Travel Interventions". Findings: 17128. doi:10.32866/001c.17128

<sup>14</sup> Stigson, H., M. Kraft and C. Tingvell (2008), "Use of fatal real-life crashes to analyse a safe road transport system model, including the road user, the vehicle and the road", in Traffic Injury Prevention, 9

<sup>15</sup> OECD/ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris

<sup>16</sup> *Ibid*

Research shows that a 5% increase in average speed typically leads to a 10% increase in the number of injury crashes and a 20% increase in the number of fatal crashes<sup>17</sup>. Additionally, as vehicle speed increases above 19mph, the risk of a pedestrian being killed in a collision increases sharply<sup>18</sup>.



**Figure 3: Wramborg's model for fatality probability versus vehicle collision speeds**

Speed management is one of the biggest challenges facing the implementation of an effective Safe System. To reduce the likelihood of a collision and reduce the severity of injury following a collision, many components of the Safe System need to work collaboratively together.

- Safer roads can be achieved through the removal of, or protection from roadside hazards and the setting of appropriate speed limits that are based on the road design and that are acceptable to road users, although the latter can be more challenging to achieve;
- The safe vehicles component can contribute by designing and implementing new passive and active safety devices (including object detection technology to increase pedestrian and cyclist safety), and encouraging consumers to purchase vehicles based on the results of the New Car Assessment Programme (crash testing research programme);
- Driver training and rehabilitation, behaviour change programmes and speed limit enforcement are tools that must be applied to bring about safe road users.

The need to reduce vehicle speeds, particularly in residential areas has led to the increase of 20mph zones/areas in the region. 20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. 'The principle is that the traffic calming slows vehicles down to

<sup>17</sup> Nilsson, G. (2004). Traffic safety dimensions and the Power Model to describe the effect of speed on safety. Bulletin 221, Sweden, Lund Institute of Technology, Lund University, 2004

<sup>18</sup> Wramborg, P. (2005). A New Approach to a Safe and Sustainable Road Structure and Street Design for Urban Areas.

speeds below the limit, and in this way the zone becomes self-enforcing<sup>19</sup>. Without the appropriate traffic calming, enforcement of the reduced speed limit could become a burden on police resources. The need for engineering measures, such as speed humps/tables, rumble strips, chicanes and road narrowing are important interventions. This reinforces the importance of support and collaboration between members of the West Midlands Regional Road Safety Partnership.

A collaborative approach to managing speed is vital if we are to achieve our intermediate targets and ultimately Vision Zero.

### Safe Road Use

Designers and those who manage our roads play a vital role in developing, implementing and operating a safe and efficient road environment. Equally, the role of road users is critical in collectively supporting the mission for zero deaths and serious injuries. Too many people die and are left with lifechanging injuries due to a culture of risk taking, in particular through inappropriate and excessive speed, and aggressive and inconsiderate driving and riding.

While the Safe System accepts that as people we make mistakes, the impact of these mistakes can be minimised through positive road use behaviours, such as driving within posted speed limits, watching out for vulnerable road users, and reducing distractions (e.g. mobile phone use).

Enforcement is an important tool to deter dangerous road user behaviour that is likely to result in fatal and serious collisions. West Midlands Police have specific responsibilities for managing inappropriate and excessive speed and adopt a three-pronged approach:

- Using mobile units to target specific locations;
- Highway Agency Digital Enforcement Cameras to enforce variable speed limits;
- Average speed cameras.

Local authorities share data with the Police to inform mobile enforcement programmes to ensure they are targeted at priority locations.

The National Driver Offender Retraining Scheme (NDORS), managed by the police, is also a proven tool for changing driver behaviour and addressing inappropriate and excessive speed.

Broader initiatives, such as Operation Close Pass that adopts a collaborative approach between the Police, local authorities, fire service and other partners support enforcement activities to improve road safety. This initiative targets drivers who endanger the safety of cyclists by driving without due care and attention using enforcement powers as well as providing education.

This activity can be further supported by third-party reporting whereby road users, particularly pedestrians, cyclists and motorcyclists can inform the police and wider Road Safety Partnership of specific risks or incidents affecting safety. A review of how data/information collated from third-party reporting can be effectively used to improve road safety is currently on-going.

Local authorities have various powers for the civil enforcement of some traffic issues that contribute towards modifying driver behaviour. The recent Civil Enforcement of Road Traffic Contraventions

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<sup>19</sup> RoSPA (2020). Road Safety Factsheet: 20mph Zones and Speed Limits Factsheet. Royal Society for the Prevention of Accidents. Birmingham.

regulation allows local authorities securing a designation order to enforce against moving traffic offences, such as disregarding one-way systems, ignoring yellow box junctions or entering mandatory cycle lanes. As well as delivering on a safer road network, the regulation also contributes broader policy objectives, including reduced congestion and improving public transport efficiency.

To support enforcement and offender retraining, education and campaigns in schools, businesses and communities provides opportunities for collaboration between multiple partners in this Safe System component. The purpose is to develop positive attitudes and behaviours to safe road use, particularly for vulnerable road users.

Local authorities, West Midlands Police and West Midlands Fire and Rescue Service use well-established local plans, strategies and delivery programmes as a framework to provide data-led road safety education activities aimed at improving knowledge and skills for safe road use. The Department for Transport has recently established an expert panel to develop a new framework for the development, delivery and evaluation of road safety education initiatives in the UK. Once released, the partnership will consider its contents to consider if/how the delivery of this discipline can be enhanced.

### Post-Crash Care

Effective emergency care is at the heart of post-crash response. It can make the difference between survival and death and can prevent injuries becoming permanent and life-changing<sup>20</sup>. Health outcomes for seriously injured victims of a road traffic collision are heavily reliant on the ability of emergency medical services to provide first responder care to stabilise the victim and provide transport to an appropriate trauma care hospital. In some instances, fire and rescue services are required to support emergency medical teams to assist in creating a safe environment for medical teams to operate and, where necessary, extricate victims from vehicles.

The role of the police is to secure the scene of the collision, gather evidence, manage traffic at the immediate location, document the collision and conduct an investigation where a crime may have been committed. The management of traffic can be further supported through engagement with urban traffic control centres located within local authorities and the Regional Traffic Co-ordination Centre within TfWM. Control centres provide direct day-to-day opportunities for each highway authority to manage traffic on the road network.

Protocols to ensure effective coordination of all emergency services is vital. This ensures every service knows their role and what to expect from others.

Also, key to the effectiveness of the post-crash care component is the sharing of collision and casualty data between partner organisations. This enables partners to collectively identify specific safety issues and inform future interventions/programmes of work.

An important component of the post-crash care work is support for people bereaved or seriously injured in road crashes (e.g. family, friends and colleagues). Support can include opportunities to talk to others who have survived a similar loss, building resilience to deal with grief and guidance on police investigations and court proceedings. RoadPeace is a formal partner of the Regional Road

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<sup>20</sup> EBRD (2021). Post-Crash Emergency Toolkit. European Bank for Reconstruction and Development

Safety Partnership, providing all of these services as well as contributing to evidence-based policy to secure justice for victims and enhancing road safety<sup>21</sup>.

### Knowledge Sharing

The shift from traditional road safety approaches to the Safe System is a relatively new concept in the UK in comparison with Sweden, Finland and Norway - Sweden adopted Safe System in 1997 and are seen as the forerunners of the concept. Yet in 2020, Sweden recorded 204 road fatalities, despite an 85% reduction since the road safety movement began in the country<sup>22</sup>. Norway adopted Safe System in 2002 and after 18 years, are close to achieving Vision Zero. Experience shows that the Safe System is not something that can be delivered in a short period of time.

Learning the lessons of Sweden, Norway and other countries, and improving the effectiveness of a Safe System regionally requires further qualitative and quantitative analysis, research and development to enhance knowledge sharing and to further build capacity amongst stakeholders<sup>23</sup>. This will assist in the consistent implementation of a long-term systematic approach that is forgiving and provides effective protection for all road users.

Some local authorities within the West Midlands Metropolitan Region have specified their commitment to implementing a Safe System through their local policies since 2017. The latest KSI results (2019-2021) show a positive reduction in killed and seriously injured casualties, albeit to some extent due to the delivery of conventional road safety interventions that have proven effective. However, moving to a Safe System is a learning by doing process and the subsequent Action Plan to follow this refreshed strategy will provide opportunities for enriching knowledge transfer among all stakeholders, including road users, to facilitate the continued transition to a Safe System.

### Building Capacity

In order to enhance and strengthen capabilities collectively across the partnership, a programme of capacity building activity will be established. Capacity building will include assessment of the current situation and the use of tools to predict risk exposure to road users, learning the lessons of best practice and innovation, identifying training needs, sharing knowledge established through applied and academic research, training and mentoring, broadening the evidence base and monitoring.

### Summary

While relatively new to the UK, some of the region's local authorities have developed and delivered road safety strategies committing to the implementation of the Safe System. Performance against the existing KSI reduction target arising from the successes generated by local and regional delivery is encouraging. This is influenced by the continued delivery of proven traditional measures.

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<sup>21</sup> <https://www.roadpeace.org/>

<sup>22</sup> ITF-OECD (2021). Road Safety Report 2021: Sweden. International Transport Forum

<sup>23</sup> OECD/ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris



However, implementation of the Safe System moves the Road Safety Partnership away from a traditional reactive approach to one that is 'holistic and proactive in essence and integrated so that the sum of the individual parts of the system combine for a greater overall effect'<sup>24</sup>.

The transfer of knowledge and enhancement of capacity are important contributions to supporting the effective implementation of the Safe System.

The implementation of a Safe System recognises that:

- People make mistakes;
- Human bodies have a limited physical ability to tolerate crash forces;
- Those developing, managing and operating a road network, along with road users themselves, have roles and responsibilities that collectively can assist in making a safer and more liveable region;
- Road safety contributes to the delivery of broader transport policy objectives and wider transport policies should also contribute to the improvement of road safety;
- Evidence must be at the heart of all development and delivery;
- An ambitious long-term goal is required with the intention of eliminating road deaths and serious injuries; and
- Robust interim targets that focus performance are needed to provide the building blocks toward the long-term goal;
- Building capacity is critical if a Safe System is to be implemented effectively, both in terms of institutional reform and resource knowledge and capabilities.

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<sup>24</sup> *Ibid*

## Local Transport Plan – Core Strategy

On behalf of the West Midlands Combined Authority (WMCA), Transport for West Midlands (TfWM) produces a Local Transport Plan (LTP) that applies to the seven metropolitan boroughs of the West Midlands. Under the Transport Act 2000, Local Transport Authorities (LTAs) have a statutory duty to produce and review an LTP and WMCA is the LTA for the seven constituent metropolitan districts/boroughs.

The LTP sets out the overall aims, vision and approach to guide the development and delivery of transport policies, including those arising from the Mayor's and local authorities' statutory duty to take measures to prevent road traffic collisions and injuries.

It should be noted that while the LTP is an important policy document that applies directly to WMCA and the seven constituent local authorities, there is no statutory obligation on road safety partners external of WMCA and the local authorities to deliver its objectives. Partners, such as West Midlands Police, West Midlands Fire and Rescue Service and National Highways have their own organisational strategies to support local and regional efforts, working in collaboration with WMCA, TfWM and local authorities.

The West Midlands LTP Core Strategy provides the approach for how TfWM will reimagine transport in the region. It sets out the need to improve transport to deliver progress against five Motives for Change through three broad ways that we need to change the transport system:

- Improve accessibility;
- Reduce traffic; and
- Electrify the transport system.





**Figure 4: Five Motives for Change and Broad Ways to Change the Transport System**

The LTP sets out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies. WMCA and the seven metropolitan authorities (councils) are legally required to deliver this plan through the use of all their powers and functions.

### 6 Big Moves

To help deliver the changes needed and to meet the aims of the LTP, the Core Strategy sets out action across six 'Big Moves'. The Big Moves form the building blocks of our longer-term vision and provide actions to deliver rapid transformational improvements to address motives for change, including those related to a safer road network for all.

The 6 Big Moves are a framework for the actions to improve safety, mobility and accessibility and encourage AVOID, SHIFT and IMPROVE behavioural changes.

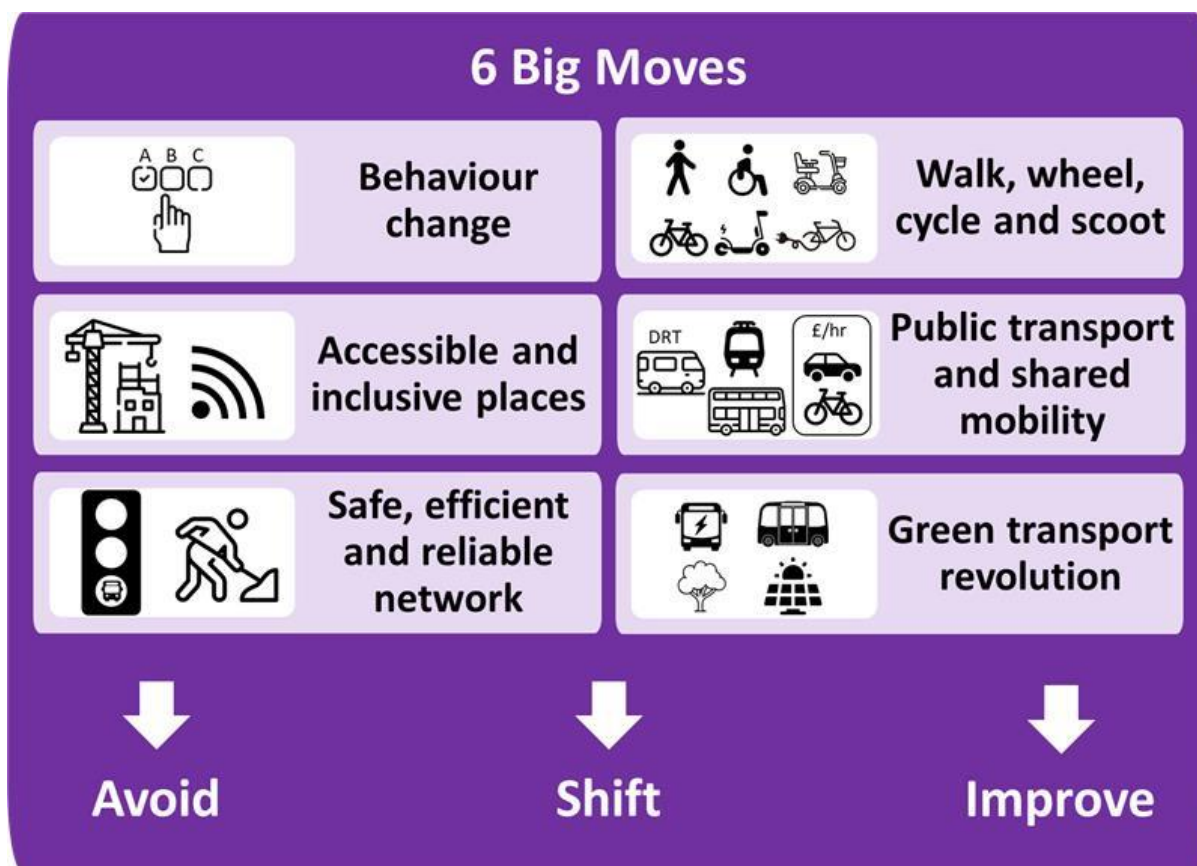


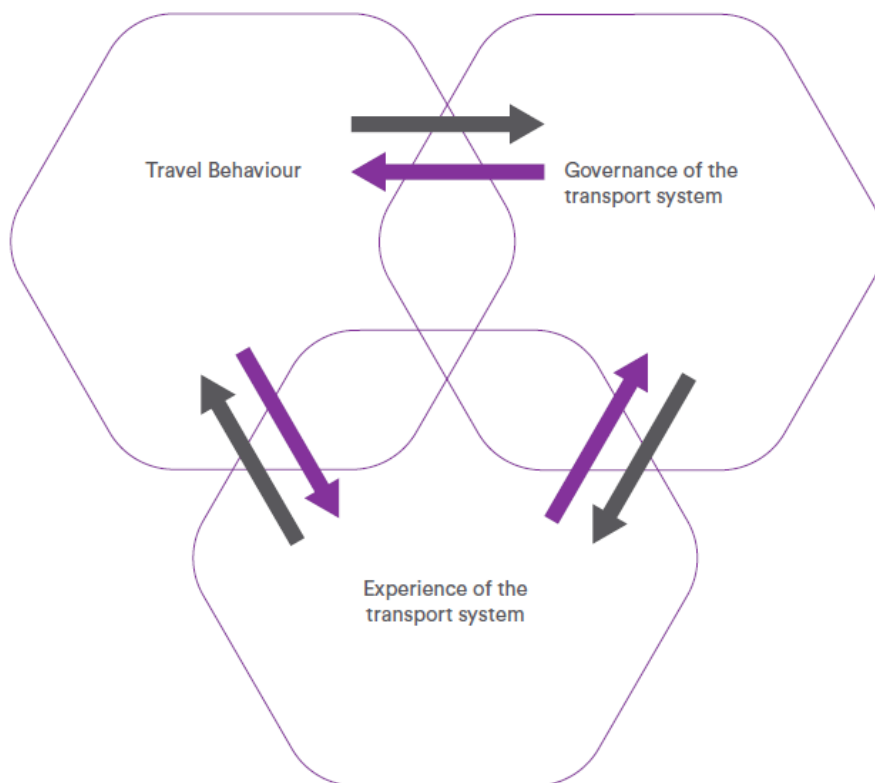
Figure 5: West Midlands Local Transport Plan Avoid, Shift and Improve Behavioural Changes

Behaviour change is at the heart of the LTP, with positive road safety behaviours being critical to its success. Road safety is implicit across all of the 6 Big Moves but more specifically within the following:

### Big Move 1: Behaviour Change

This Big Move is fundamental to both the overall Core Strategy, but also the other 5 Big Moves. To enable the region to be more prosperous, inclusive and sustainable, we need to tackle the high levels of car dependency in the region. If we cannot support more people to travel less, use cars less and live more locally, then we will be in danger of not meeting the core goals of the Local Transport Plan.

This Big Move does not just require different conversations with businesses and communities about how they travel, but also requires TfWM and its partners to work differently to deliver better outcomes for the region, based on a deeper understanding of people's travel needs and the challenges they face in accessing opportunities. This Big Move requires changes in how we govern the transport system, how we change people's experience of the transport system, and how people choose to travel:



**Figure 6: A Framework for Change**

This Big Move is all about:

- How the public sector can take a leadership role to change behaviours in the region, both in terms of how we make decisions and how our residents and businesses make travel choices;
- How we will focus our work toward policies and decisions which understand the users of our networks, their needs, the barriers they face and how they make choices;
- How we will engage with the public to help them to understand the problems and issues we're facing, what they can do to help tackle the big challenges we face and, importantly, how they will be part of the decision-making process; and
- How we can manage the demand for transport in our region to help us meet the objectives of the LTP Core Strategy.

We need to work closely with our communities and businesses to deliver change.

### Big Move 2: Accessible and Inclusive Places

This Big Move is all about creating more accessible places where people don't require a car to live good lives. This entails more careful planning of places with accessibility in mind, as well as improving sustainable transport and digital connectivity to allow people to access opportunities without needing a car.

The vision for change in this Big Move is that most existing communities and new developments are planned around the needs of the private vehicles, with sustainable transport modes an afterthought.



Success for this Big Move includes all communities having excellent walking, cycling and public transport access to local schools, shops, healthcare and leisure activities so that most local trips are made by sustainable modes of transport. As a result, neighbourhoods will have less traffic, better air quality and people will be more physically active because they can safely and easily walk, wheel, cycle or scoot for everyday journeys.

### Big Move 3: Walk, Wheel, Cycle and Scoot

This Big Move is needed to support people to walk, wheel, cycle or scoot when and where they want, safely and conveniently. Our vision is: Everyone in the West Midlands should be enabled to safely access a range of local destinations on foot, in a wheelchair or on a bike or scooter; with the aim of at least half of all trips in our area to be made by active modes by 2030.

TfWM and the local authorities need to understand and address the barriers to achieving this vision for the different places and people of the region.

The two focus areas include:

- **Walking and Wheeling** – travelling on foot or in a wheelchair are everyone’s fundamental modes of travel; every journey at least starts and ends by walking or wheeling. In our vision, they underpin 15-minute neighbourhoods as these modes are essential for navigating all places such as residential estates, town centres, retail parks or villages, and for citizens to access local amenities and services.
- **Cycling and Scooting** – bikes and scooters are light personal vehicles, powered or unpowered, that help people access what they need without needing a car and without being constrained by the timetables, fares/ticketing and coverage of public transport modes. They can help people navigate local places quicker than walking and wheeling or perhaps where distances to local services/amenities are beyond a comfortable walking or wheeling range, but also -depending on the individual and the reasons for travel – they can help people make longer journeys between neighbourhoods and centres.

This Big Move is all about:

- How important leadership will be in making bold decisions to create the best possible walk, wheel, cycle and scoot facilities for our residents and visitors;
- How we will plan and deliver infrastructure and networks which are compliant with the government’s highest design standards (LTN1/20);
- How we can support more people to get access to vehicles (e.g. powered scooters/ hire bikes etc) to give them real choice for their journeys and how we can integrate these with the wider public transport network; and
- How we can raise the awareness, skills and knowledge of the options and opportunities available to people to help them travel confidently and safely.

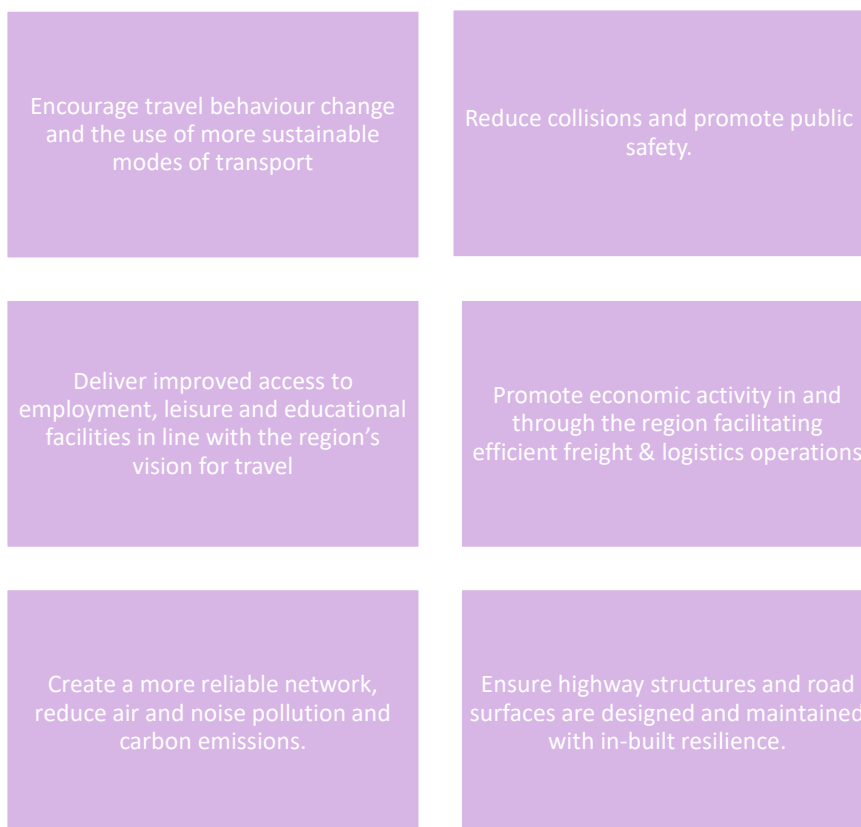
### Big Move 5: Safe, Accessible and Reliable Network

This Big Move sets out the need to develop and manage the West Midlands highway network in a way that improves its reliability and resilience and better supports travel by more sustainable modes of transport.

Our ambition is to develop, operate and manage a network that:

- Adopts a shared approach to safe streets;
- Responds to the needs and wants of existing and new road users; and
- Provides short- and long-term benefits to users.

We want to use our road network to:



**Figure 7: Desired outcomes for our road network**

How we make best use of the space that is available is vitally important. TfWM and local authorities will develop a more consistent framework for guiding decisions on how the region will use and improve different types of streets, to enable more people to travel safely and securely by sustainable modes.

### Regional Road Safety Policy in the Local Transport Plan

In the full Big Move document this is expanded further: The West Midlands will integrate Vision Zero into its future work and thinking on road safety – a long-term mission that recognises that deaths and serious injuries on the road are not an acceptable price to pay for mobility. Vision Zero road safety strategies are underpinned by the Safe Systems approach, based on:

- Safe road users
- Safe vehicles



- Safe speeds
- Safe roads and mobility
- Post-crash response

In addition to achieving a 40% reduction in the number of KSIs across the region by 2028, the West Midlands Metropolitan region will also adopt a more stretching target of a 50% reduction in the number of KSIs by 2030.

This Refreshed Regional Road Safety Strategy 2023-2030 sets out more detail on the type and focus of measures. We will work with our regional partners to improve safety and to tackle crime and anti-social behaviour on the transport network. Through the LTP Area Strategies there are opportunities to design out hazards and create safe streets using a range of measures that will be pursued to support the regional road safety ambitions. These measures will aim to make streets safe for all users and more attractive for active and personal mobility travel options.

## Partnership Working

There are many public sector organisations, private companies, charities and individual stakeholders that can contribute towards the delivery of improved road safety beyond those with a statutory duty, like the Mayor and local authorities. These include:

- West Midlands Police;
- The Office of the Police and Crime Commissioner;
- West Midlands Fire and Rescue Service;
- Transport for West Midlands Transport Skills Academy
- Public health - Department of Health and Social Care;
- National Highways;
- Motor Insurers' Bureau;
- Royal Society for the Prevention of Accidents;
- Road Safety Foundation; and
- RoadPeace.

The roles and responsibilities of the organisations above, along with WMCA and the seven constituent local authorities, towards the road safety effort are formalised in Terms of Reference documents for both the Regional Road Safety Officer Group and the Regional Road Safety Strategic Group.

In addition to the organisations listed above, it is important to recognise the benefits of engagement with universities, specialist private sector road safety companies, teachers, community leaders and individual road users.

Universities have a wealth of knowledge and skills in researching themes and topics around road safety and applying that evidence to support identification and development of solutions. Specialist companies can also create and apply robust evidence to the development, implementation and evaluation of interventions. There is also the opportunity for private companies, such as those in the insurance sector, to invest in the delivery of targeted initiatives to support the road safety effort.

Teachers and community leaders have regular and direct access to road users of all ages and mode types providing a unique opportunity to deliver core messages and maximise opportunities to create positive safety behaviours. We will work with the TSA who are raising awareness of occupations in transport safety and through its work with schools, colleges and universities. To collaborate effectively and break down existing silos, coordination is key<sup>25</sup>. Effective coordination 'concerns the orchestration and alignment of interventions'<sup>26</sup> delivered by all partners within the Region aimed at achieving the overall mission, intermediate target, and key performance indicators. The core responsibility for collaboration and coordination is shared between all partner organisations. However, the Regional Road Safety Strategic Group, consisting of TfWM, the seven local authorities and an additional eight organisations, has a dedicated Lead Coordinator to support alignment of activities.

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<sup>25</sup> Matt Staton (2022). Putting Safe System into Practice: A local perspective. National Highways

<sup>26</sup> Bliss, T. and Breen, J. (2013). Road Safety Management Capacity Reviews and Safe System Projects Guidelines – Updated Edition. Global Road Safety Facility. Washington DC

There is already strong evidence of partnership working and collaboration across the region. Examples of this include through the average speed enforcement programme, education and behaviour change campaigns, and the 'Close Pass' cyclist safety initiative. Partners will continue to ensure a collaborative approach to road safety throughout the region, using evidence to guide activity.

There are many road safety champions within the regional road safety structure aimed at reducing death and serious injury on the road network. These include those playing a prominent role in the improvement of road safety through their work, but also must include those adopting safe road user behaviours. These champions include individual people working, living and visiting our region. To effectively deliver this refreshed strategy and drive us towards the long-term Vision Zero mission, more road safety champions are needed, working collectively and collaboratively, and recognising the role that they play in eliminating death and serious injury.

A summary of the listed partners is provided below.

### West Midlands Police

WMP are a core delivery partner for the improvement of road safety in the region. Their strategy aligns with the National Police Chiefs' Council strategy, delivering 4 key objectives:

1. Preventing harm and saving lives.
2. Tackling crime.
3. Driving technology and innovation.
4. Changing minds.

Through the delivery of the Road Harm Prevention Team, a range of issues that present a danger on roads are tackled in collaboration with other regional and national enforcement partners.

WMP also take the primary role to investigate collisions where people are killed and seriously injured alongside providing ongoing family support to those affected by these tragedies.

As the only partner able to enforce excessive speeding in the region, WMP deliver a speed management programme in collaboration with local authorities and National Highways. There are a number of routes across the West Midlands where fixed average speed enforcement (ASE) camera systems are in operation. WMP also enforce variable speeding on our motorway network and deploy a number of mobile camera vans to tackle 170+ proven speeding hotspots.

### West Midlands Office of the Police and Crime Commissioner

The Police and Crime Commissioner's Police and Crime Plan 2021-2025 sets out the needs, priorities and objectives of the people of the West Midlands in relation to policing, crime and criminal justice<sup>27</sup>. This includes a commitment to fewer people killed and seriously injured on the road network, including vulnerable road users.

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<sup>27</sup> West Midlands Police and Crime Commissioner. West Midlands Police and Crime Plan 2021-2025. <https://www.westmidlands-pcc.gov.uk/your-commissioner/police-crime-plan/>



In doing so, the Police and Crime Plan aims to ensure that safety is at the heart of new forms of transport, new and enhanced transport schemes, and appropriate and workable regulation for e-scooters.

The Plan also pledges to work collaboratively to achieve the intermediate target of reducing the number of road deaths and serious injuries by 50% by 2030 and adopting Vision Zero as the long-term mission.

### West Midlands Fire and Rescue Service

West Midlands Fire and Rescue Service (WMFRS) are vital partners in the delivery of local road safety activities. WMFRS attend serious and fatal road traffic crashes, playing a key role in the management of incidents, the extrication of road traffic casualties and potential first aid to victims of road traffic collisions. They are very active in developing, implementing and evaluating road safety education and awareness campaign initiatives, including joint educational campaigns in partnership with local authorities, the Close Pass cyclist safety initiative and developing virtual reality education programmes.

### Transport Skills Academy (TSA)

We will work across the West Midlands with the TSA to raise awareness in schools of road safety. The TSA works across Transport for West Midlands to support young people across all our key priorities to ensure our local communities and young people have access to resources and events that will support them in making choices on transport, their career choices and understanding the sector by showcasing the occupations it has.

Education is a critical part of the plan so that we can support any changes in behaviour, better inform those travelling around the West Midlands and make an active contribution to the Road Safety priorities.

### Public Health - Department of Health and Social Care

It is important that road safety and public health professionals work together to raise awareness of the health and wellbeing priorities for all road users. Public health funds several school road safety initiatives in local authority areas through grants. These include pedestrian training, digital road safety, school travel plans and school crossing patrols.

Road safety has a much wider impact on health than preventing injuries because some forms of travel (i.e. walking and cycling) brings more health benefits than motorised transport. However, the way that people travel is influenced by concerns about actual or perceived safety; effective and evidence-based interventions to reduce exposure to road risk can encourage more people to travel by these active, health-promoting modes<sup>28</sup>.

### National Highways

National Highways' aim is to ensure that no one is killed or injured on the strategic road network by 2040<sup>29</sup>. This is to be achieved through improving the strategic road network. Delivery of their

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<sup>28</sup> National Road Safety Committee (2015). Making Road Safety Count: Spending Choices which Protect Your Community.

<sup>29</sup> Highways England (2019). Putting Safety First: Our Story So Far. National Highways.

national strategy impacts on the safety for all vehicle occupants travelling on the strategic road network passing through or around the West Midlands Metropolitan region, including the M5, M6 and M42. The strategy aligns to the region's Regional Road Safety Strategy and this refresh, with an adoption of a systematic approach and where there is an acceptance of the human fallibility and vulnerability.

Members of National Highways Road User Safety Delivery team are active within the region's Strategic Group providing advice and guidance in relation to vulnerable road users, effective implementation of the Safe System and understanding the importance of a long-term mission.

### Motor Insurers' Bureau

The Motor Insurers' Bureau (MIB) is at the heart of the fight against uninsured and hit and run driving. This is a problem that seriously affects the lives of those involved in road collisions and costs millions of pounds annually.

Each year thousands of people are injured or killed by uninsured drivers and without the correct insurance their compensation comes from the MIB. The bill is paid for through the insurance premiums of all law-abiding motorists. Evidence suggests that uninsured vehicles are consistently used to conduct wider criminal activity and more likely to be involved in a collision so targeting uninsured drivers we can help to deter criminal activity and remove their means of transport making our roads safer and protecting the public from harm.

### Royal Society for the Prevention of Accidents (RoSPA)

RoSPA is a not-for-profit organisation that has worked for more than 100 years to help people recognise and reduce their risk of collisions. With its headquarters in Birmingham, the organisation's work focusses on data and evidence, sharing knowledge and working together.

The Road Safety Department at RoSPA produces a vast array of advice and information on all areas of road safety and collision prevention. Drivers, riders, pedestrians, cyclists and horse riders will all find information related to their mode of transport.

RoSPA plays an important role in the strategic approach to road safety in the region and is a member of the Regional Road Safety Strategic Group.

### Road Safety Foundation

The Road Safety Foundation is a UK charity advocating road casualty reduction through simultaneous action on all three components of the safe road system: roads, vehicles and behaviour. The Foundation plays a pivotal role in raising awareness and understanding of the importance of road infrastructure at all levels and has provided technical advice to members and road safety practitioners within the region, both as their role as UK International Road Assessment Programme (iRAP) lead and formerly as chair of the Regional Road Safety Strategic Group.

### RoadPeace

RoadPeace is the national charity for road crash victims in the UK, which provides information and support services to people bereaved or seriously injured in road crashes and engages in evidence-based policy and campaigning work to fight for justice for victims and reduce road danger.



Founded in 1992 by Brigitte Chaudhry MBE (MBE awarded in 2003 for her pioneering work for road crash victims), a bereaved mother whose son was killed by a red-light offender, RoadPeace is a membership organisation whose work is informed by the needs and experiences of road crash victims. RoadPeace is governed by a board of trustees, has a small staff team and a network of active members and volunteers.

Its vision is for a world where road danger is not tolerated and where road crash victims receive justice and compassion.

### Road Users

In a Safe System it is imperative that all road users acknowledge their role in making the region's road network safe. As such, the collaborative approach to identifying, developing, implementing and evaluating interventions extends directly to the road users too. All stakeholders, including road users must work collectively in establishing a relationship of shared responsibility. Positive user behaviours towards road safety are essential in addressing risk levels that result in death and serious injury.

## Influences and Innovation

Future road safety activity in the region will be in part driven by identified national, regional and local influences and the need to integrate Safe System tools. Some of these are summarised below.

### National Strategic Framework for Road Safety

The Department for Transport (DfT) is due to launch its updated Strategic Framework for Road Safety. This is likely to emphasise the key topics/themes affecting road safety in the UK and present guidance and advice on its view on how further reductions in the number of killed and seriously injured casualties can be achieved.

This will be reviewed against the approach adopted in the West Midlands Metropolitan region with consideration of how this will guide and inform the development of the Regional Road Safety Action Plan 2025-2030.

### Legislation and Regulation

In May 2022, the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 came into effect. This regulation allows local authorities to apply for civil enforcement powers to enforce road (moving) traffic contraventions, powers previously held by the police only but will now become a concurrent power.

Road traffic contraventions include entering a yellow box junction when the exit is not clear, illegal turns, driving through a No Entry sign and driving where motor vehicles are prohibited. The benefits of enforcing these contraventions are:

- Reduced fatal and serious road incidents and casualties;
- A lessening of incidents that cause road traffic delays that impact on the free flow of traffic, public transport efficiency, and increase in location specific air quality;
- A decrease in the estimated societal cost of road incidents and casualties across the region.

The first Designation Orders enabling enforcement within the region are expected in July 2023, with more being issued in March 2024. Locations for enforcement will be based on analysis of robust compliance data and implemented in a targeted way. The analysis will consider where significant benefits can be made in road safety, congestion management and public transport efficiency.

The Government is currently running trials of electric scooters (e-scooters) in different locations within the UK; Birmingham is one of those locations. The results of these trials will be used to inform future legislation/regulation on the use of e-scooters. At present, the only e-scooters that are legal to use on UK roads are those taking part in government-approved rental trial schemes.

The Transport Bill aimed at providing regulation for the use of e-scooters is unlikely to come to fruition until 2024 or beyond but it is important that we use the results of the trials to consider what changes to current law might arise and plan for the impact that this might have on our road network.

## Future Mobility

The Government is developing a new Self-Driving Safety Framework to ensure that the road network is fit for purpose when self-driving vehicles are deployed onto our roads<sup>30</sup>.

It is believed that self-driving vehicles provide the opportunity to make journeys safer, greener and more reliable. To achieve that, the Government has set out several principles. These include<sup>31</sup>:

- New modes of transport and new mobility services must be safe and secure by design;
- Walking, cycling and active travel must remain the best options for short urban journeys;
- Mass transit must remain fundamental to an efficient transport system.

Working alongside Government, WMCA and the seven constituent authorities will need to respond to the safety challenges of self-driving vehicles. These will be considered in the soon to be published UK Strategic Road Safety Framework but are likely to include the implementation of a process to provide safety assurance, the use of trials to fully understand the implications, ensuring how all road users are to interact with such vehicles and to increase public understanding of the benefits to society. Government states that the risks and challenges of this new technology need to be addressed by “adopting a safe system approach”<sup>32</sup>.

## Active Travel

TfWM has been awarded a £17 million Government grant to boost active travel and make it safer for people to cycle, walk and wheel – the third such grant. The West Midlands has bold ambitions to increase journeys taken by cycling, walking or wheeling in order to help ease congestion, clean up our air, enhance safety for cyclists and pedestrians and improve the region's health.

The new grant will fund the delivery of twelve schemes which will form part of the Starley Network, including protected cycleways, school streets and safer crossings - The Starley Network is a network of cycling and walking trails in the West Midlands covering 500 miles of connected routes.

TfWM will be working closely with DfT, Active Travel England and WMCA’s Cycling and Walking Commissioner to ensure the schemes are LTN 1/20 compliant and are of the highest quality to ensure safety, inclusivity and accessibility to all.

## 20mph Areas

Speed is the biggest factor in determining the severity of a collision and the severity of injuries arising from an incident. The implementation of 20mph zones or areas are becoming more prominent across the UK as well as the West Midlands Combined Authority authorities.

The law permits two distinct types of 20mph speed limit<sup>33</sup>:

- 20mph limits, which consist of just a speed limit change to 20mph which is indicated by the speed limit (and repeater) signs; and

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<sup>30</sup> HM Government (2022). Connected & Automated Mobility 2025: Realising the benefits of self-driving vehicles in the UK.

<sup>31</sup> *Ibid*

<sup>32</sup> *Ibid*

<sup>33</sup> <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

- 20mph zones, which are designed to be “self-enforcing” due to the traffic calming measures that are introduced along with the change in the speed limit.

Local authorities are responsible for determining which of these are appropriate by using a robust evidence base to identify appropriate locations. However, there are implications for choosing either of these options.

20mph areas that do not include self-enforcing infrastructure (traffic calming measures) may not result in significant compliance levels. As such, these schemes are likely to require a speed enforcement that is administered by West Midlands Police.

The Government’s guidance note ‘Setting Speed Limits’<sup>34</sup> states that all speed limits should encourage self-guidance. This may require the implementation of traffic calming measures, such as changes to geometry, chicanes and measures that promote liveable neighbourhoods.

It is important that local authorities and West Midlands Police work closely together in determining, or considering, any changes to speed limits. The full range of speed management measures should always be considered before a new speed limit is introduced<sup>35</sup>. As the implementation of 20mph become more utilised, it is vital that local authorities analyse all appropriate data and engage with the police.

To increase compliance with speed limits (e.g. the maximum speed a vehicle should travel), support should be sought from local communities, the police and local services. In addition, a programme of education and awareness is required that would need to raise awareness of the benefits of the chosen speed limit.

If a speed limit is set unrealistically low for the particular road function and condition, it may be ineffective, and drivers may not comply with the speed<sup>36</sup>.

### International Road Assessment Programme

The International Road Assessment Programme (iRAP) is a Safe System tool that uses a robust and reliable evidence base to identify locations where risk exposure is high. It uses a comprehensive dataset to estimate/predict where fatal and serious injuries can be reduced or eliminated through the implementation of proven countermeasures. The dataset includes identification and coding of roadside hazards, traffic flows and vehicle operating speeds, casualty data, and economic and countermeasure costs.

Outputs include:

- Star Ratings, Risk Maps and Safer Roads Investment Plans; and
- Training and support aimed at building regional and local capability.

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<sup>34</sup> <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#section-1-introduction>

<sup>35</sup> <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#section-3-the-underlying-principles-of-local-speed-limits>

<sup>36</sup> <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#section-2-background-and-objectives-of-the-circular>



Star ratings are attributed to every 100 metres of an assessed route. These ratings indicate the level of safety or risk for that section. A 1-star rating indicates the highest level of risk. A 5-Star rating signifies the lowest level of risk.

Star Ratings for pedestrians, cyclists, motorcyclists and vehicle occupants provide an objective measure of the likelihood of a crash occurring and its severity.

The West Midlands has a mission to ensure that all assessed roads achieve a minimum 3-star rating.

Studies of differing sizes have already been undertaken across the region, although implementation of the recommended countermeasures to create safe road environments may take some time as they are integrated in broader transport schemes.

Safe road environments are often conducive to sustainable forms of transport; when people feel that an environment is safe, they are more likely to feel comfortable walking and cycling.

### A New Way of Thinking

Road safety cannot afford to work in silo from broader transport policies and disciplines. Road safety contributes to the delivery of a safe, efficient and green transport network. It impacts on topics such as health and wellbeing, air quality and environmental issues, congestion, public transport efficiency, modal shift and societal economic growth. Conversely, policies addressing these topics can also have a direct or indirect influence and impact on the achievement of road safety.

The ever-growing diverse nature of the West Midlands Combined Authority area means that we can no longer look at communities as a whole when developing targeted initiatives. We need to dig deeper into the data to better understand issues relating to sub-communities and social groups and engage with them to identify the right solution(s).

The Safe System emphasises the need for an enhanced collective and collaborative approach, with all partners and stakeholders fully understanding their role, responsibility and accountability towards a common goal – Vision Zero.

## Funding and Investment

The Safe System requires the use of new insights into the nature of fatal and serious collisions to build a strong business case for investment in a competitive environment to secure valuable funding and resources.

Proactive emphasis on reducing the types of crashes that result in serious injury or death contrasting to earlier reactive approaches focussed on preventing all crashes (including property damage) is changing road safety business cases and opening new possibilities for funding sources<sup>37</sup>.

There is high level commitment in the region to strive towards Vision Zero, noting that this is an ambitious goal but one which we must not waver from. Supporting this is an intermediate target to deliver a 50% reduction in the number of killed and seriously injured road casualties by 2030. Following on from the launch of this Refreshed Strategy and adoption of Vision Zero and a challenging intermediate target, the Regional Road Safety Strategic Partnership will work to establish a sustainable and dedicated road safety budget to facilitate its delivery. This will be led by the Funding and Investment sub-group using the Refreshed Regional Road Safety Strategy 2023-2030 as a lever to identify and secure sustainable funding that enables targeted delivery of the Road Safety Action Plan 2025-2030, as previously stated when describing the purpose of the refreshed strategy.

The evidence base demonstrating the need to improve safety on the road network will be regularly communicated to senior managers and politicians. This will not simply identify the problem but will quantify the benefits to be achieved from sustainable funding for the road safety effort. However, funding sources are not yet clear.

While the road safety budget will support delivery of vital evidence-based interventions that will be outlined in a subsequent Regional Road Safety Action Plan 2025-2030, a partnership Funding and Investment sub-group focussing on identifying and securing capital and revenue budgets will be established. The role of this sub-group will be to:

- Identify a range of potential funding sources to support delivery of the refreshed strategy and associated Action Plan 2025-2030;
- Consider the possibility of securing funding through the levelling up agenda to free regional leaders within our regional partnership organisations to be more effective;
- Support the opportunity to negotiate a Trailblazer Devolution Deal that enables us to celebrate and capitalise upon our successes in improving road safety by going further and faster, and addressing the safety concerns of communities;
- Collaborate with partners to explore economies of scale in the delivery of interventions like average speed enforcement and civil enforcement of moving traffic contraventions – e.g. maintenance costs of enforcement equipment;
- Collaborate with partners regarding expansion of schemes, such as average speed enforcement activities;

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<sup>37</sup> OECD/ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris





- Leverage proportionate contributions from transport schemes – quantifying the proportion of an active travel initiative that delivers safe infrastructure and initiates a behaviour change campaign to affect modal shift as well as positive road safety behaviours;
- Recognise the potential benefit of Highway Development Control; to secure funding through Section 106 and contributions to bring about improved safety and active travel possibilities in the network surrounding new developments if an impact is identified;
- Engage with external partners and Government to offer the region as a test bed for innovation similar to the current European funded Urban Road Safety project (Project Phoebe), Road Safety Trust Funded Speed Telematics project and the Office of National Statistics funded Speed Limit Mapping project;
- Submit bids for grants through organisations such as The Road Safety Trust to bring in targeted investment; and
- Learn from the lessons of pioneering cities, such as Oslo and Helsinki where Vision Zero has been achieved.

## Measuring Performance

Road deaths and serious injuries are not just unfortunate collisions. They are predictable, preventable, and unacceptable. Evidence shows that setting a road safety target is an effective way to reduce the number of people killed and seriously injured in traffic crashes<sup>38</sup>.

Pioneering cities, regions and countries are setting ambitious and challenging targets that are well researched and data led. This is vital in a Safe System.

### Mission - Goal

The goal for the West Midlands Metropolitan Region is **Vision Zero** – No deaths or serious injuries on our road network.

While this is extremely ambitious, when supported by robust short-term interim targets, regular measurement of progress towards Vision Zero can be used to demonstrate performance to all stakeholders, including political leaders, to push for enhanced delivery support.

### Interim Target – 2023-2030

The Updated Local Transport Plan aligns with the Towards Zero Foundation’s campaign to halve road deaths and serious injuries by 2030. In accordance with that commitment, the Regional Road Safety Partnership accepts the challenge and will work collaboratively at both a local and regional level to achieve that commitment.

As such, the target for the Refreshed Regional Road Safety Strategy 2023-2030 is:

**An overall 50% reduction in the number of killed and serious injured casualties by 2030 compared with baseline average figures for 2015-2017 (1,048).**

Performance against this target will be measured using an overall 3-year rolling average. This method reflects a more accurate picture of the real change in road safety performance and ensures that small year on year numerical changes that are not statistically significant do not provide a false impression of success.

### Intermediate Outcome Indicators

To provide a broader understanding of road safety improvement across the region, and to support strategic decision making, the following intermediate outcome measures will be monitored throughout the timeframe of the strategy:

- Variance in fatal and serious incidents by strategy road user group;
- Variance in fatal and serious casualties by strategy road user group;
- Variance in the casualty rate per billion vehicle miles travelled; and
- Variances in societal cost of KSIs in the region.

### Governance

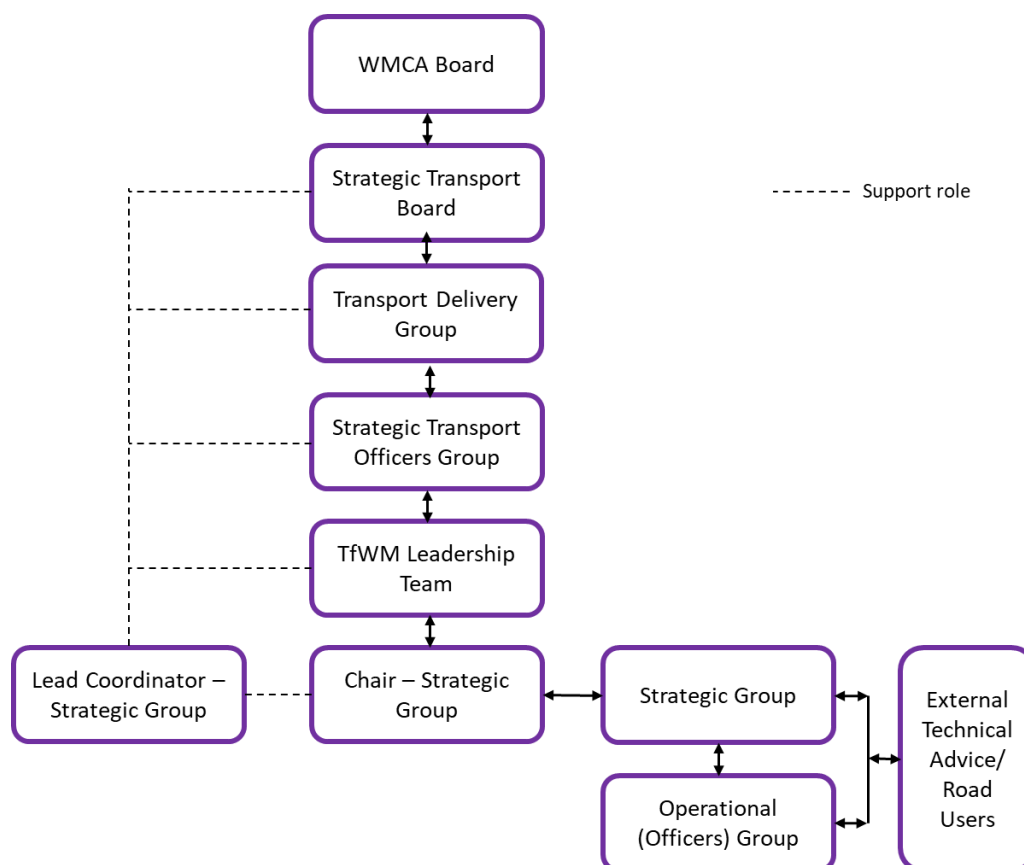
To deliver the Regional Road Safety Strategy 2023-2030 (RSSS) and subsequent Action Plan 2025-2030, all stakeholders will need to work in the spirit of effective collaboration. This requires each stakeholder to adopt a proactive, transparent and ‘one partnership’ approach where all partners

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<sup>38</sup> Towards Zero Foundation: <https://www.towardszerofoundation.org/50by30>

fully understand their role, responsibilities and accountabilities, whether operating locally or regionally.

Reporting on outputs, outcomes and benefits from projects, programmes, and formal requests that require high-level decisions to be made requires a governance structure. The governance structure for regional road safety in the West Midlands Metropolitan region is outlined below:



**Figure 8: Regional Road Safety Governance Structure**

Regular monitoring of activity and performance against KPIs and the intermediate target will take place at the Strategic Group level. This will be informed by the use of at least quantitative and qualitative data, evaluation of targeted initiatives, external technical support (where required) and engagement with road users.

An annual progress report focussing on performance against the target and KPIs and contributions to the achievement of broader transport policies will be produced at the Strategic Group level, with the support of the Operational Group. This will then advance through the governance structure to Strategic Transport Officers Group (STOG) for awareness raising, comment and approval. Where requested, this may also be presented to the Strategic Transport Board and WMCA Board.

Significant changes to the road safety landscape, such as new regulation, the development on a new action plan, or changes to the regional road safety delivery approach may need approval at the highest level. Relevant reports and briefing notes outlining the impact of issues/changes will be

initiated at the Strategic Group level, with the support of the Lead Coordinator. These will then be passed through the governance structure to the appropriate level.

## What Next?

The Refreshed Regional Road Safety Strategy 2023-2030 provides the policy-based approach to the improvement of road safety within the region. The document outlines:

- The need for a long-term mission that goes beyond the intermediate timeframe of local and regional policies;
- A better understanding of the Safe System as a concept and how it can be delivered to strengthen the institutional structure, build capacity and collectively implement a systematic evidence-based method;
- The importance of aligning with the regional Local Transport Plan to emphasise the statutory obligation to deliver this plan through the use of all their powers and functions, which in turn enables road safety activity to contribute towards the success of broader policy objectives;
- How partnership collaboration can assist in maximising the benefits through the adoption of a collective approach;
- Some of the major influences on future road safety (e.g. legislation) and the need for innovation;
- That the Refreshed Regional Road Safety Strategy 2023-2030 needs to be used as a lever to identify and secure a sustainable funding framework (over and above the current programme of work);
- The long-term mission, intermediate target and interim performance indicators; and
- The Regional Road Safety Group will monitor performance towards the mission, intermediate target and KPIs, as well as establishing a sub-group mechanism to support and enable regional delivery.

However, a more detailed action plan is required to guide local and regional activity, that ensures that all partners are working collectively towards a common goal.

The current Regional Road Safety Action Plan 2021-2024 will need updating to provide an agreed list of Safe System evidence-based local and regional road safety activities up to 2030. The process for the development of this will begin immediately in collaboration with all partners and stakeholders, considering the need for alignment with local road safety strategies.

The public will be consulted at different periods as the new Road Safety Action Plan 2024-2030 is developed. This will initially be undertaken as part of the consultation exercise for the LTP.

In addition, the Regional Road Safety Strategic Group will review and update its Terms of Reference upon any change in the Chairperson. The Terms of Reference have recently been updated following agreement with the Police and Crime Commissioner to take over the role of chair for the group. In the update, there is an action to establish three sub-groups. These are:

- **Funding and Investment Sub-Group:** Bringing partner organisations together to identify and initiate opportunities for creating a sustainable and dedicated road safety delivery budget. The Refreshed Regional Road Safety Strategy 2023-2030 should be used as a tool to source additional income into the region to enhance and build upon what is already being delivered at local and regional levels by local authorities and partners;



- **Data Insights Sub-Group:** Measuring performance against the intermediate target and KPIs, while identifying and assessing a broader dataset that informs future strategic activities;
- **Enforcement Sub-Group:** Consisting of West Midlands Police, the Office of the Police and Crime Commissioner, TfWM and all seven local authorities together to review evidence-based priorities and policies, such as the Police and Crime Plan 2021-2025, and consider modifications to the approach based on quantifiable good practice.

The Operational (Officers) Group will annually review and update its Terms of Reference to reiterate its objective, the group's responsibilities, membership and ways of working to ensure alignment with the Strategic Group.



## WMCA Board

<b>Date</b>	15 September 2023
<b>Report title</b>	CRSTS re-base proposal
<b>Portfolio Lead</b>	Transport - Councillor Mike Bird
<b>Accountable Chief Executive</b>	Laura Shoaf, Chief Executive of the WMCA email: laura.shoaf@wmca.org.uk
<b>Accountable Employee</b>	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
<b>Report has been considered by</b>	Strategic Transport Board – 27 July 2023

### The WMCA Board is recommended to:

- (1) Approve the proposed re-base of the CRSTS programme detailed in the report, as per DfT's invitation to all Mayoral Combined Authorities in receipt of CRSTS funding, to reflect inflationary scheme cost pressures.
- (2) Note that the net overprogramming value of £160.2m (15%) remains unchanged from the value agreed by WMCA Board in June 2023.
- (3) Note the intention to undertake a 'CRSTS stock take' once commitments reach c.£900m to allow WMCA and sponsors to accurately quantify the precise over-programming value and re-confirm the regional appetite for spending CRSTS2 funding at risk in line with soft contingency principles previously agreed and as set out in para 3.13.
- (4) Note the requirements of DfT in para 2.4
- (5) Note the approval timeline set out in para 2.8
- (6) Note that WMCA/TfWM continues to manage on-going cost pressures on major transport infrastructure projects outside the CRSTS programme, as reported to WMCA Board in June 2023.

- (7) Note an early warning on Rail Package 1 (Willenhall and Darlaston Stations) due to the main contractor for the project going into administration.

## 1. Purpose

- 1.1 The report provides an update to the Board on the City Region Sustainable Transport Settlement (CRSTS), specifically regarding a re-baselining exercise that has been undertaken across the programme, at the request of DfT, in order to reflect inflationary construction cost pressures.

## 2. Background

- 2.1 The CRSTS is a £1.050bn programme of transport improvements across the West Midlands. The programme is spread over a 5-year funding period covering financial years 2022/23 – 2026/27 with a requirement that all funding is spent and all delivery complete by the end of March 2027.
- 2.2 In the Spring Budget it was announced that £8.8bn would be available nationally for the second round of CRSTS (CRSTS 2). The WMCA allocation for this has not yet been determined.
- 2.3 WMCA and GMCA are also currently in dialogue with Government around the concept of receiving single thematic funding pots for specific functions (including Transport), where those funding allocations will align to Comprehensive Spending Review timelines. This has the potential to further enhance the strategic planning of Transport interventions beyond 2027.

### Re-base context

- 2.4 A number of CRSTS eligible MCA's have raised that, given the high rate of inflation since the creation of the original programme, delivery of all the outputs outlined in initial programmes developed over 2021 and submitted in January 2022 will be unaffordable. In acknowledgment of this, the Department for Transport and HM Treasury have agreed to permit a one-time only re-base of the CRSTS programmes. This situation is consistent with previous reporting to WMCA Board where inflationary cost pressures have been highlighted.
- 2.5 This re-base must be agreed locally before being submitted to DfT by 29th September 2022 for approval. The following conditions must be met as part of this exercise:
- Projects can be removed from the programme or added but DfT have emphasised this should not be seen as an opportunity to introduce brand new initiatives.
  - All projects must align with the objectives of the national CRSTS programme.
  - The total funding envelope must remain the same.
  - Overall, the target 15-20% local contribution must be met.
  - The outputs can be reduced.
  - The funding time horizons must remain the same (spend and delivery by March 2027).
  - The re-based programme submitted to DfT will need to demonstrate that it still delivers good value for money.



## WMCA re-baselining process

- 2.6 In June 2023, TfWM issued a template to representatives from the 7 constituent authorities to provide them with an opportunity to re-base their CRSTS schemes. Sponsors were requested to consider their allocation under two scenarios:
- **Scenario 1:- 5 year re-base within CRSTS 1.** Under this scenario, promoters could redistribute their funding allocation within the current 5 year programme (2022/23 – 2026/27) for example by removing projects or reducing project scope. The total funding over 5 years for each authority cannot exceed the allocation from the CRSTS baseline.
  - **Scenario 2:- 10 year re-base over CRSTS 1 & 2.** Under this scenario, promoters could redistribute the profile of funding over a 10-year scenario by moving some spend into the CRSTS 2 period (2027/28 – 2031 / 32). The total funding in the CRSTS 1 period (2022/23 – 2026/27) cannot exceed the CRSTS baseline allocation for the authority.
- 2.7 The completed templates were submitted to WMCA to allow a West Midlands wide view to be developed. The information was consolidated and checked, with further clarifications sought where required. Collaboration between Officers of all seven Local Authorities, TfWM and WMCA Finance has been undertaken to ensure that the total programme remains balanced and affordable, and that the balance of investment across the region remains consistent with that of the original programme.
- 2.8 An initial, high-level, review of returns has highlighted the following points to note:
- The programme remains heavily back-ended with 24% of project spend forecast in the last year of the programme and 66% of projects forecasting delivery completion in the final year of the programme.
  - Where possible, funding has been moved from schemes forecasting only development activity to those where construction can take place (and costs have increased due to inflationary pressures).
  - As would be expected given the general increase in construction costs, in order to remain within the original funding budget there are some reductions in forecast outputs for KMs of cycle lanes and bus lanes (which are key DfT metrics). However, the proposed deliverables still represent a significant step change in provision over the current situation and contribution toward policy delivery.
- 2.9 It should be noted that the approach set out in this paper is contingent on the financial strategy agreed by WMCA Board in June 2023 remaining viable. This set out that emerging cost pressures on key CRSTS projects currently in delivery are to be accommodated by overprogramming against future grant income (e.g. CRSTS2). This is a position which will need to be formally accepted by DfT/HMT. It is also a key element of our Devolution Deal with Government and related to the way the Single Funding Pot is expected to operate (a matter which remains under development and will be considered by the WMCA Board in October 2023).
- 2.10 The over-programming value resulting from cost pressures (as documented in the June 2023 Board report) totalled £160.2m across a range of heavy and light rail projects.

2.11 It should also be noted that the previously submitted CRSTS change control agreed by the WMCA Board and submitted to DfT in February 2023 has yet to be formally agreed by DfT. The current re-base exercise assumes that this will ultimately be agreed.

### **3 Re-base proposal**

3.1 Full details of the re-base proposal are included in an appendix to be tabled. In summary the following key changes are proposed:

#### **3.2 Solihull**

- Circa £4m increase in construction costs for A45/Damson parkway scheme covered by £1m reductions across 4 largely development only activities e.g. Multi modal access to HS2, M42 Bridge, Solihull Station, and UKC - Solihull - Dorridge Bus Priority project.
- Reduction in estimated cycle lane KM outputs (circa 50% reduction) for Dickens Heath to Solihull Town Centre, Chester Rd and Knowle to Solihull Town Centre Schemes. Overall costs remain the same.

#### **3.3 Coventry**

- Transfer of £14m of funding from the Coventry elements of the Very Light Rail (VLR) programme to highways maintenance, including footway and cycleway maintenance (£10m) and the Coventry South project (£4m).

#### **3.4 Wolverhampton**

- Circa £4m increase in construction costs Wolverhampton City Centre Movement scheme covered by reduction in cost and scope of less mature A449 corridor project.

#### **3.5 Walsall**

- Minimal changes to the existing programme at present.

#### **3.6 Dudley**

- Transfer of circa £3m from DMBC Dudley Town Centre project to TfWM Dudley Interchange scheme.

#### **3.7 Sandwell**

- Minimal changes to the existing programme at present.

#### **3.8 Cross Boundary Black Country schemes or programmes**

- Black Country Walking and Cycling Package – potential reduction in KM of cycle lanes delivered from 15KM to 12KM.
- A454 - Some movement of funding and delivery timescales across the various elements of the A454 corridor. Overall budget remains the same.
- Some small changes in outputs e.g. bus lanes on larger corridor schemes e.g. A4123 and A461.

#### **3.9 Birmingham**

- Transfer of £5m of funding from City Centre Active Travel Connections to Interchange to One Station/Smallbrook Queensway scheme.

### 3.10 TfWM

- Hagley Rd – Reduction in scope and cost from £25m to £10m to in this period to cover any Phase 1 residual works, scheme development and business case activity.
- Metro – Cost pressures on WBHE, Depot, Traction power and CAF Battery replacement as per June Board report.
- Swift cEMV contactless payment broker – revised timescales pushing delivery back from 2025 to 2026. The target to agree a £10m DfT rebate on West Midlands expenditure from DfT (due to the nationally strategic nature of the project) remains, but will not likely be resolved until during 2024. To address uncertainty the DRT and Mobility Hubs indicative budget position is temporarily reduced by £5m each until confirmed, or another TfWM promoted scheme will be subject to an equivalent budget adjustment.
- Data and M&E – The funding is agreed as a joint initiative to cover standard data requirements for scheme development and M&E is proposed to be spread over a longer period until 2029 to account for the fact that many schemes in the programme will not be completed until the final year of the programme, and hence will require a period of post-opening monitoring immediately following the main funding period.
- The net reduction of £15.0m arising from the above is recommended to be retained within the TfWM programme to allow some flexibility in meeting critical and unavoidable cost escalations such as those likely to occur on Rail Package 1 as detailed below.

#### Rail Package 1

- 3.11 Whilst no adjustments have been factored into the re-base, on 17 August 2023, WMCA was alerted to the fact that the principle contractor for the delivery of two rail stations in Willenhall and Darlaston filed an administration notice, due to a deteriorating financial position within the company. Whilst actions have been taken by WMCA to limit financial exposure to this particular circumstance, knock on implications for the project cost and schedule unlikely to be fully avoided. As such, WMCA Board are requested to note the potential for adverse cost and schedule changes as an early warning and note a further update will be brought to Board in due course once the next steps are clear.
- 3.12 Overall: In general, delivery partners have managed cost pressures within their existing budget envelope. In some cases, this results in a reduction in delivery over the CRSTS1 period. The total post re-base programme cost, (including with previously identified cost pressures agreed by Board) totals £1.2102bn. This represents an overprogramming of 15% (which is considered to be reasonable for a programme of this size) and is in line with the value agreed at WMCA Board in June 2023. A summary of the changes is set out in the table below.

<b>Baseline Programme</b>	<b>£1,050.0m</b>
<b>Changes</b>	
Plus : TfWM imported pressures (WMCA Board Approved 9 June 2023)	£160.2m
Less : Deduction on Hagley Road Rapid Transit	-£15.0m
Plus : Retained by TfWM for critical / unavoidable cost escalations (e.g. Package 1)	£15.0m
<b>Rebased Programme</b>	<b>£1,210.2m</b>

**SUMMARY OF NET £ NIL CHANGES**

Lead Authority	Scheme	Decrease	Increase
Birmingham	City Centre Active Travel Connections to Interchange One Station and Smallbrook Queensway	£5.0m	£5.0m
Solihull	East Birmingham to Solihull Corridor		£4.0m
	Multi-modal Access to HS2 Enhancement	£1.0m	
	Solihull Rail Station	£1.0m	
	UKC - Solihull - Dorridge Bus Priority	£1.0m	
	West Coast Mainline and M42 Public Transport and AT links to HS2 Hub	£1.0m	
Wolverhampton Sandwell	A4123 Walk, Cycle and Bus Corridor	£1.2m	£1.2m
Walsall Wolverhampton	A454 Walk, Cycle and Bus Corridor	£3.7m	£3.7m
Wolverhampton	A449 Walk, Cycle and Bus Corridor Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	£4.0m	£4.0m
Coventry	Very Light Rail	£14.0m	
	Coventry South Sustainable Transport (GIGA Factory Links)		£4.0m
	Highways Maintenance		£10.0m
Dudley WMCA	Dudley Town Centre Interchange Sustainable Connectivity Package Dudley Interchange	£3.0m	£3.0m
<b>TOTAL</b>		<b>£34.9m</b>	<b>£34.9m</b>

3.13 Previous Board reports set out the principle of the “soft contingency” mechanism whereby approvals cannot exceed c.£950m until delivery of committed schemes was certain. It is recommended that following this re-base exercise that there is a 'CRSTS stock take' once commitments reach c.£900m to ensure commitments are not likely to exceed available funding by 2027. This will be particularly important where DfT cap binding funding commitments at £1.050bn and will allow WMCA and sponsors to accurately quantify the precise over-programming value and re-confirm the regional appetite for spending CRSTS2 funding at risk.

3.14 If the Board approve the proposals as set out in this report the next step will be to formally submit the re-baselined programme to DfT on 29 September 2023. DfT will then undertake further assurance of the deliverability and Value for Money of the programme in advance of final approval.

3.15 As agreed by WMCA Board in January 2022, the Board will receive annual progress reports on the CRSTS programme, including details of any change controls implemented locally to the programme as projects mature and risks are identified and mitigated. Any significant changes will follow the agreed governance process via the appropriate approval route e.g. Executive Director, Investment Board or WMCA Board.

#### **4 Strategic Aims and Objectives**

4.1 The report aligns to WMCA aims to: -

1. Promote inclusive economic growth in every corner of the region
2. Ensure everyone has the opportunity to benefit.
3. Connect our communities by delivering transport and unlocking housing and regeneration schemes.

#### **5 Financial Implications**

5.1 As detailed within this report, the re-base exercise has provided Sponsors with an opportunity to re-assess delivery timescales and costs. The outcome of this exercise has resulted in an overall expected cost of £1.2102bn to deliver the agreed programme (unchanged from the June 2023 WMCA Board).

5.2 The funding DfT have committed to the region remains unchanged as part of this process at £1.050bn albeit, there is a strong indication that a follow on programme from April 2027 will provide additional capital resources for Transport schemes (CRSTS2).

5.3 At the WMCA Board meeting of 9 June 2023, the principle of 'over-programming' against the £1.050bn to allow commitments to be made to the full programme value was agreed, essentially meaning that c.£160.2m of CRSTS2 could be pre-committed (at risk) in lieu of the CRSTS2 allocation being received by the region. The re-base exercise has validated this over-programming sum remains unchanged.

5.4 A significant amount of time will elapse between this re-base and the latter stages of the programme in 2027. It is recommended therefore that the programme delivery arrangements continue as outlined above and as approved in June 2023, but that once the commitments reach c.£900m, a brief pause is implemented to allow WMCA and sponsors to accurately quantify the precise over-programming value and re-confirm the regional appetite for spending CRSTS2 funding at risk. Regular progress reporting on the programme will also take place as set out previously to Board.

5.5 It should be noted that WMCA expect CRSTS funding to fall within the scope of the single settlement where WMCA and GMCA are likely to receive thematic funding allocations linked to Comprehensive Spending Review Periods (CSR). Should the single settlement be implemented from April 2025 and the thematic Transport fund cover a four year CSR period (to March 2029), the specific risks associated with over-programming in line with the values above may be negated.

## **6 Legal Comments**

- 6.1 The CRSTS funding is delivering a vision for transport that will improve connectivity for the region and provide broad social and economic outcomes as well as health inequalities benefits. The impacts of any changes to delivery programmes have been examined as part of developing the detail of the CRSTS re-base exercise. If the Board approve the proposals as set out in this report the next step will be to formally submit the re-baselined programme to DfT on 29 September 2023. DfT will then undertake further assurance of the deliverability and Value for Money of the programme in advance of final approval.
- 6.2 There have been a number of detailed contractual and legal implications arising from the strategy linked to the WMCA's supply chain and ability to complete various grant agreements. An annual MoU is signed with the Department of Transport and any changes approved by this Board will be incorporated into this annual agreement.

## **7 Single Assurance Framework Implications**

- 7.1 The CRSTS programme as a whole follows and is compliant with the WMCA SAF, with quarterly progress reports being formally considered by the WMCA Investment Board.

## **8 Equalities Implications**

- 8.1 At this stage no significant programme changes are being identified in LA returns and therefore the previous assessment of the CRSTS equalities implications would remain unchanged.

## **9 Inclusive Growth Implications**

- 9.1 At this stage no significant programme changes are being identified in LA returns and therefore the previous assessment of the CRSTS inclusive growth implications would remain unchanged.

## **10 Geographical Area of Report's Implications**

- 10.1 The report applies to the constituent WMCA area.

## **11. Other Implications**

NA

## **12. Schedule of Background Papers**

WMCA Report - 16 June 2023



## WMCA Board

<b>Date</b>	15 September 2023
<b>Report title</b>	Appointment of Combined Authority Returning Officer
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk  Julie Nugent, Coventry City Council email: julie.nugent@coventry.gov.uk
<b>Accountable Employee</b>	Helen Edwards, Director of Law and Governance and Monitoring Officer email: helen.edwards@wmca.org.uk
<b>Report has been considered by</b>	Executive Board - 6 September 2023 Mayor and Portfolio Leads - 1 September 2023

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

#### The WMCA Board is recommended to:

- (1) Appoint Julie Newman, Chief Legal Officer and Monitoring Officer at Coventry City Council as the West Midlands Combined Authority Returning Officer.

#### 1. Purpose

- 1.1 The purpose of the report is to enable the West Midlands Combined Authority to appoint a Combined Authority Returning Officer in respect of the Combined Authority Mayoral election on 2 May 2024.

#### 2. Background

- 2.1 The Combined Authorities (Mayoral Elections) Order 2017 provides that each Combined Authority must appoint one of its officers or one of the officers of a constituent council to be the Combined Authority Returning Officer (CARO). If an officer of a constituent authority is chosen this will normally be the Returning Officer for that area.

- 2.2 The CARO will have overall responsibility for the election of the Mayor and may, for example, give to a Returning Officer of a constituent member authority, directions relating to the conduct of the election. In addition, the CARO will be responsible for accepting nominations and coordinating the regional result.
- 2.3 For the 2021 election a decision was taken to appoint the Returning Officer of Coventry City Council as the CARO. The WMCA does not maintain an elections team and is not responsible for any elections with the exception of the Mayoral election.
- 2.4 It is recommended therefore, that Julie Newman, Chief Legal Officer and Monitoring Officer at Coventry City Council is appointed as the West Midlands Combined Authority Returning Officer for the Mayoral Election 2024. The CARO will be supported by the electoral teams from Coventry City Council and Birmingham City Council.
- 2.5 Agreed protocols covering access to information and contact with all candidates in order to provide full transparency are being developed by the Combined Authority and will be jointly agreed by the Combined Authority Chief Executive and the CARO.

### **3. Wider WMCA Implications**

- 3.1 The Mayoral election covers the whole of the constituent area of the WMCA but does not include the electorate of the non-constituent authority areas.

### **4. Financial Implications**

- 4.1 The CARO will have responsibility for the conduct poll and any directions made by the CARO may have implications on the cost of delivering the election. The cost of the election and the appropriate publicity is borne by the Combined Authority.

### **5. Legal Implications**

- 5.1 The Combined Authority will be in breach of its statutory duty if a CARO is not appointed and it will not be possible for the election to be held.

### **6. Equalities Implications**

- 6.1 A full range of measures are employed to ensure that all electors are able to cast their vote without difficulty.

### **7. Inclusive Growth Implications**

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

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

- 8.1 This is dealt with in paragraph 3.1 above.

### **9. Other Implications**

None

### **10. Schedule of Background Papers**

N/A





## WMCA Board

Date:	15 September 2023
Report Title:	Economic Growth Board - Updated Terms of Reference
Portfolio Lead Area:	Economy & Innovation
Accountable Chief Executive:	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee:	Helen Edwards, Director of Law & Governance email: helen.edwards@wmca.org.uk
Report has been considered by:	Economic Growth Board

### Recommendations for action or decision:

#### The WMCA Board is recommended to:

- (1) Ratify the changes to the Terms of Reference for Economic Growth Board contained in Appendix 1.

#### 1 Purpose

- 1.1 The purpose of this report is for WMCA Board to ratify and agree the revised Terms of Reference for the Economic Growth Board following its consideration of the report on the 12 July 2023.

#### 2 Background

- 2.1 Economic Growth Board (EGB) was created in 2021 ([November 2021 WMCA Board](#)) following a comprehensive review of the region's economic governance. This included a focus on streamlining economic governance and policymaking and establishing a more democratically accountable decision-making body.

#### ***Reasons for Change***

- 2.2 During 2022/23, there have been a number of changes that affected business representation within the region and within the WMCA's decision-making structures. These are:

- The Integration of some LEP functions following LEP closures.
- The creation of the Business Insights Forum;
- The creation of the Regional Business Council;
- The integration of business support into the WMCA and local authority structures (from the Growth Hubs);
- The agreeing of the Deeper Devolution Deal;
- The creation of wider support structures for EGB and the Plan for Growth implementation (cluster groups).

### ***Membership, Quorum and Voting***

2.3 There are a number of changes that are proposed to the Economic Growth Board.

#### ***Membership***

2.4 There are no changes currently proposed to the membership of EGB, although EGB retains the ability to vary its membership by adding additional members without reference to WMCA Board.

2.5 However, to recognize the changes brought about by the integration of some LEP functions, it was agreed that the LEP Board nominees would be asked whether they were willing to remain as business representatives. Both former chairs of the Black Country Local Enterprise Partnership (BCLEP) and Coventry & Warwickshire Local Enterprise Partnership (C&WLEP) have agreed and return to EGB. As a result of this, the terms of reference have been amended to:

‘Business Representatives from across the region’

2.6 The adoption of a new business recruitment policy being developed by Governance will create a new open and transparent means of recruiting business representatives to all WMCA Boards and working groups.

#### ***Quorum***

2.7 EGB is one of just three decision making boards at the WMCA, and for most of 2022 it has met and not been quorate. This has meant that decisions that could have been made at EGB have to go to WMCA Board for ratification.

2.7 In order to address this, it is recommended that the quoracy level (not voting) is reduced from “*five Constituent members of the WMCA*” to “*four voting members of EGB*”.

2.8 This means that quoracy for the meeting is drawn from the eight (8) voting members of EGB. These are:

- Mayor (x1)
- Portfolio Lead for Economy & Innovation (x1)
- Nominees from the other Constituent Authorities (x6)

## ***Voting***

2.9 There is no change to the voting members of EGB. There are currently 19 members of the board (which EGB can increase), but voting within EGB is limited to the following voting members:

- Mayor (x1)
- Portfolio Lead for Economy & Innovation (x1)
- Nominees from the other Constituent Authorities (x6)

## **Oversight of Private Sector-Led Advisory Groups**

2.10 EGB will continue to have a role in overseeing and receiving reports from a range of private sector-led regional advisory boards and will retain an interest in, and support those other groups that impact upon, the region's economy. These include:

- i) Innovation Board,
- ii) Energy Capital Board
- iii) Create Central,
- iv) Plan for Growth Cluster Leadership Groups;
- v) Social Economy Advisory Board
- vi) Tourism & Visitor Economy Advisory Board;
- vii) West Midlands Growth Company.

## **3 Financial Implications**

3.1 Whilst the EGB has decision making powers (when quorate), it will not have any authority to approve WMCA incurring financial liabilities. To clarify, such decisions to incur cost will remain with the WMCA Board and Investment Board only.

## **4. Legal Implications**

4.1 Economic Growth Board is established as a decision-making board under the WMCA's constitution with newly adopted terms of reference.

## **5. Equalities Implications**

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

## **6. Inclusive Growth Implications**

6.1 The changes to EGB will continue to enable Inclusive Economic Growth to be at the heart of WMCA decision making.

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

7.1 The report refers to the former three LEP area which incorporate links with all constituent and non-constituent authorities.

## **8. Other implications**

8.1 None.

## APPENDIX 1

<b>Economic Growth Board - Terms of Reference Revised July 2023</b>	
<b>Purpose:</b>	<p>To provide strong, democratically accountable leadership to the strategic oversight of the region’s approach to driving green and inclusive economic growth.</p> <p>To exercise the delegated authority provided to it by the WMCA Board on matters of inclusive economic growth.</p> <p>To have responsibility for overseeing the performance and evaluation of the region’s economic strategy, monitoring and managing processes as required.</p>
<b>Accountable to:</b>	WMCA Board
<b>Accountable for, and receiving reports from:</b>	<p>Energy Capital Board            Create Central            Plan for Growth Cluster leadership Groups            Social Economy Advisory Board            Tourism &amp; Visitor Economy Advisory Board            West Midlands Growth Company</p>
<b>Membership:</b>	<p><i>Voting Members:</i></p> <ul style="list-style-type: none"> <li>• Mayor (x1)</li> <li>• Portfolio Lead for Economy &amp; Innovation (x1)</li> <li>• Nominees from the other Constituent Authorities (x6)</li> </ul> <p><i>Non-Voting Members:</i></p> <ul style="list-style-type: none"> <li>• Representative from Non-Constituent Authorities (x1)</li> <li>• Portfolio Lead for Finance (x1)</li> <li>• Business Representatives from across the region (x3)</li> <li>• Representative of Midlands TUC (x1)</li> <li>• Representative of West Midlands Chambers of Commerce (x1)</li> <li>• Chair of West Midlands Growth Company (x1)</li> <li>• Chair of West Midlands Innovation Board (x1)</li> <li>• Representative of Higher Education sector (x1)</li> </ul> <p>Each representative will be able to send a substitute to the meeting if required.</p> <p>EGB may recommend adding to (or varying) the membership of the board in order to better fulfil its functions in driving green and inclusive economic growth or to reflect organisational changes in the region or nationally.</p>

	Voting rights would remain unaffected, unless the EGB made a separate recommendation to change these.
<b>Chair</b>	Portfolio Lead for Economy & Innovation  In the absence of the Chair, the board shall elect from amongst its voting members an Acting Chair until such time as the Chair becomes available again.
<b>Vice Chair</b>	Portfolio Lead for Finance
<b>Voting</b>	Only the voting members of the board will be entitled to vote at meetings. The Chair does not exercise a casting vote.  Any matters that are to be decided by the board are to be decided by consensus of the board where possible.  Where consensus is not possible, the following provisions shall apply: <ul style="list-style-type: none"> <li>- Each voting member of the board is to have one vote and no member, including the Chair, is to have a casting vote.</li> <li>- Any matter put to a vote will be decided on a show of hands. A decision will require a two-thirds majority of voting members present and voting.</li> </ul>
<b>Quorum</b>	No business shall be transacted unless representatives of four voting members are present at a meeting.
<b>Frequency</b>	The board shall meet a minimum of four times a year, or more frequently as required.
<b>Servicing</b>	The board will be serviced by the WMCA's Governance Services team.
<b>Functions</b>	To exercise decision-making powers on behalf of the WMCA in the following areas: <ul style="list-style-type: none"> <li>• Wellbeing powers as set out in sections 99 and 102A of the Local Transport Act 2008 in order to promote economic growth. Such powers can be exercised in conjunction with general powers granted to the WMCA by virtue of section 113A of the Local Democracy Economic Development &amp; Construction Act 2009 (as amended by the Localism Act 2011).</li> <li>• Development of a regional approach to inclusive and green economic growth policies and plans, including the development and delivery of regional economic strategies, policies and plans, to be agreed with the WMCA Board where appropriate.</li> </ul>

	<ul style="list-style-type: none"> <li>• Delivery of a West Midlands Jobs Plan, ensuring local communities are linked to new jobs and opportunities.</li> <li>• Regional support to businesses, including the implementation of a new business support programme.</li> <li>• Regional innovation strategy and supporting programmes.</li> <li>• Ensure that economic strategy, and interventions flowing from it, are underpinned by a robust evidence base (including that derived from key sectors and places) which is reviewed and updated on a regular basis.</li> <li>• Ensure that businesses are encouraged and supported to transition to net zero.</li> <li>• To consider and advise upon major policy change within the portfolio.</li> <li>• Provide leadership in developing an approach to future devolution of powers from the Government to the region on matters of economic growth</li> <li>• Receive updates on the investment programme as it relates to the economic portfolio and also from other boards which support the economic agenda, for example Employment &amp; Skills, Environment, Inclusion, as appropriate.</li> <li>• To have oversight of the impact made by the West Midlands Growth Company.</li> <li>• Report progress to the WMCA Board.</li> </ul> <p>Support the Portfolio Lead for Economy &amp; Innovation by:</p> <ul style="list-style-type: none"> <li>• Providing advice and support to WMCA activity.</li> <li>• Helping engage with wider stakeholder networks and activity.</li> <li>• Identify and scale up existing good practice within the WMCA area.</li> <li>• Identify and secure resources to deliver new opportunities.</li> </ul>
<b>Review</b>	Annually in June.



**West Midlands  
Combined Authority**

## **Investment Board**

**Monday 19 June 2023 at 10.00 am**

### **Minutes**

#### **Present**

Councillor Mike Bird	Walsall Metropolitan Borough Council
Councillor Steve Clark	Dudley Metropolitan Borough Council
Councillor Peter Hughes	Sandwell Metropolitan Borough Council
Councillor Karen Grinsell	Solihull Metropolitan Borough Council
Councillor Jim O'Boyle	Coventry City Council
Councillor Stephen Simkins	City of Wolverhampton Council
Gary Taylor	Greater Birmingham & Solihull Local Enterprise Partnership

#### **In Attendance via MS Teams**

Councillor Sharon Thompson	Birmingham City Council
Paul Brown	Business Representative

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

##### **1. Apologies for Absence**

Apologies for absence were received from Councillor Sleigh and Sue Summers.

Councillor Grinsell in the Chair

##### **2. Minutes - 17 April 2023**

The minutes of the meeting held on 17 April 2023 were approved as a correct record.

##### **3. Investment Programme Update and Dashboard**

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

The report provided an analysis of the overall regional Investment Programme expenditure, funded by grants administered by the WMCA and match funding sources. Approved grant funding awarded and administered by the WMCA to programmes within the regional Investment Programme totalled £853.7 million as at 31 May 2023. The report also set out two submissions approved since the last meeting.

In relation to the Investment Programme Dashboard, the Director of Commercial and Investment reported that Friargate is experiencing a minor delay in the milestone practical completion date, due to power supply issues. Given the minor change of a maximum 2 months, a formal Change Request will not be requested, and the Board are asked to note this

Resolved:

1. Approval under delegated authority by WMCA Officers of the business case submissions disclosed at section 3 of the report be noted;
2. The WMCA Investment Programme funding status and current affordable limit, as outlined at Section 4 of the report be noted;
3. The Regional Investment Programme delivery update detailed within this report and appendices (including the project-level summary within the WMCA Investment Programme dashboard at Appendix 4) be noted and
4. Approval of amended Coventry City Centre South project milestone dates by the WMCA S151 Officer and Chair of Investment Board, acting under delegated authority by Investment Board, following the Change Request approved in October 2022 at Investment Board (Section 3) be noted.

**4. WMCA Commercial Investment Fund (CIF) - Dashboard**

The board considered a report detailing the Commercial Investment Fund Dashboard (public iteration) as at 1 June 2023.

Resolved:

That the report be noted.

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

The board considered a report detailing the Brownfield Land and Property Development Fund dashboard (public iteration) as at 1 June 2023.

Resolved:

That the report be noted.

**6. WMCA Residential Investment Fund (RIF) - Dashboard**

The board considered a report detailing the Residential Investment Fund (public iteration) as at 1 June 2023.

Resolved:

That the report be noted.



**7. Commonwealth Games Legacy Enhancement Fund Summary Report**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero that set out the background to eight business cases that were submitted for funding from the Commonwealth Games Legacy Enhancement Fund (CWGLEF).

It was noted that £70m of one-off funding to the WMCA has been secured from the Department for Digital, Culture, Media and Sport (DCMS) as a result of significant underspend on the Birmingham 2022 Commonwealth Games, which the WMCA Board had approved in December 2022 and March 2023, in principle, the budget and core components, subject to the approval of project detail by the Investment Board. A financial summary of the projects was included in the report.

The Executive Director of Strategy, Integration and Net Zero, Ed Cox, outlined the Strategic Management and Governance for the fund and reported that projects have been divided into four 'pillars' to ensure delivery of outcomes across a range of WMCA priority areas and have been subject to the WMCA's Single Assurance Framework.

The board noted the importance of ensuring £70m funding was spent in accordance with March 2025 deadline (with the exception of the European Athletics Championship 2026 programme) as there was no flexibility on retaining any money.

Councillor Simkins reported of the need to work with local authorities to expedite funding to ensure the money was spent by March 2025 and to achieve best value for money.

The Executive Director of Strategy, Integration and Net Zero explained that each programme had its own mechanism for distributing funding and some funding was devolved to local authorities that was outlined in the individual programme reports. He reported that all programmes were ready to go, and the spend of programmes would be monitored closely. In the event of any underspend, the situation could be rectified by switching expenditure between different programmes as appropriate.

Resolved:

That the background relating to the eight Commonwealth Games Legacy Enhancement Fund Business Cases be noted.

**8. Community Environment Fund Business Justification Case**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero, that sought approval for the Community Environment Fund Business Justification Case for the delivery of a £1.2m programme from the Commonwealth Games Legacy Enhancement Fund`

The fund would deliver 5 large and up to 30 small community initiatives by March 2025, to help create a better environment and improve people's lives in the West Midlands. The project would align with the sustainability pillar of the Commonwealth Games and the WMCA's Environment Team's delivery programme and was endorsed by the Environment and Energy Board in March who would monitor the programme.

The Senior Programme Manager, Environment, Richard Rees, outlined the report and reported that the proposal would build on and broaden the already successful Community Green Grants programme into a Community Environment Fund that would seek to enhance community health and wellbeing through environment projects in addition to providing access to green space.

Councillors Hughes, Simkins, Bird and O'Boyle expressed their concerns regarding the costs of the programme for grant administration and direct resources, noting a significant amount of funding would be taken out of the project for staff costs.

Councillor Simkins enquired as to why local authorities were not delivering the project using their existing resources as he considered they were best placed to know what is best for their communities.

Councillor Bird considered the grant administration and direct resources costs should be taken out of the project and a funding pot be allocated for these for local authorities to take forward.

The Executive Director of Strategy, Integration and Net Zero, Ed Cox, concurred that costs appeared to be high, however, these were cost estimates as this stage but were deemed to have been acceptable/ justifiable by the WMCA's Single Assurance Framework process.

In relation to an enquiry from the Chair as to whether any targets have been set for future funds to be raised, the Senior Programme Manager, Environment, Richard Rees, reported that the Community Environment Fund Manager who would be responsible for attracting further funding from public and private bodies during the delivery of the funding. The objective in the business justification case was for at least £500k per year from 2025 based on initial conversations with one potential funder.

In relation to comments from members regarding the need to refer costs to the WMCA Board for sign-off, the Executive Director of Finance and the Business Hub, Linda Horne, reported that the WMCA Board had agreed the overarching principles for the Commonwealth Games Legacy Enhancement Fund, however, the specific detail regarding each programme had been delegated to Investment Board for approval and a decision was required today on the individual programmes.

She advised that WMCA officers had been working with local authority colleagues regarding the best way to deliver the programmes and only actual costs would be charged to programme business cases which included cost estimates at this stage. She added that the programme costs were additional costs to deliver the respective programme and were not WMCA costs/overheads.

The Director of Commercial and Investment, Ian Martin, explained that part of the reason why programmes were set up in this way was the need to comply with HM Treasury's requirements to demonstrate value for money which was resource intensive.

Councillor O' Boyle proposed that the report recommendations be amended so that the approval did not include £155k for direct resources.

Councillor Bird proposed the approval of this report and all CWG legacy funded reports should be subject to the removal of all administration and staff costs, and these should be collated for consideration by the WMCA Board.

The Executive Director of Finance and the Business Hub, Linda Horne, reported that programmes would be unable to proceed without any resources and proposed that only critical resource spend is allowed between now and the WMCA Board in July to allow projects to progress.

She proposed that the detail of all administrative and resource costs could be detailed in the Financial Monitoring Report to the July meeting of the WMCA Board.

The board endorsed this approach and the amendment to the report recommendations.

Councillor Simkins reported that he agreed reluctantly to the approach but was unhappy with the process going forward and considered the matter should be discussed at Mayor and Portfolio Leads Liaison meeting,

Resolved:

1. The Community Environment Fund Business Justification Case for delivery of a £1.2m programme, subject to receipt of the final grant award letter for Commonwealth Games Legacy Funding from DCMS and accepted by WMCA, which is the source of funding requested be approved, **subject to the administrative costs for this programme and all other Commonwealth Games Legacy funded programmes being reported to the WMCA Board in July (as part of the Financial Monitoring Report) and, only critical spend on resources needed for the projects to progress be allowed prior to consideration by the WMCA Board** and
2. The Board be notified should this award contain any conditions that materially affect the delivery of the project as outlined within this cover report and Business Justification be noted.

## **9. Inclusive Communities Grants Programme Business Case**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero that sought approval for £10.5m for a Community Grants Programme that would empower communities to design and implement solutions to problems in their own places and spaces, catalysed by the Birmingham 2022 Commonwealth Games.

The Head of Commonwealth Games Legacy (Inclusive Communities) Bethan Stimpson summarised the key highlights of the report including the three thematic priorities and how the fund would seek to address inequalities and support new and most-in need beneficiaries through their project activity.

Councillor O' Boyle reported that Coventry City Council Officers had raised concerns regarding how the programme would work and the report did not address how the external Grant Administrator would work with Coventry City Council Officers or set out the process for engagement.

The Head of Commonwealth Games Legacy (Inclusive Communities), Bethan Stimpson, apologised for the oversight on not including the information in the report and advised that the Grant Administrator would work collaboratively; it was intended that they would work with local authority officers and provide regular updates.

Councillor Bird reported that Walsall had not benefited from the Commonwealth Games and considered this fund was one of the best he had seen with regards to legacy funding, and that it supported the Resilient Communities Model in Walsall. He also enquired whether Walsall could become the Grant Administrator for the programme.

Bethan Stimpson reported that the procurement process for the Grant Administrator was currently live but could share who this was when the Grant Administrator had been agreed. She advised that local authorities could have applied to be the Grant Administrator for the programme.

Councillor Simkins commented that he was unsure why local authorities had not submitted bids for the Grant Administrator and reported of the need to notify Cabinet Members of bidding opportunities. Councillor Bird asked that Bethan Stimpson inform him of who in Walsall had been informed of the process to appoint a Grant Administrator for the programme.

In relation to an enquiry from Councillor Hughes regarding the input from local authorities on youth involvement, child obesity and mental health, Bethan Stimpson undertook to provide Councillor Hughes with the information following the meeting.

Councillor O'Boyle reported that he was minded not to approve the report as details had not been included in the report on the grants process or how the Grant Administrator would work with local authorities.

The Executive Director of Strategy, Integration and Net Zero, Ed Cox, reported that the procurement process was still ongoing in appraising bids for the appointment of a Grant Administrator and similarly, the grant application process had not yet started so was unable to provide this information today. He undertook to provide these details to Councillor O' Boyle and Coventry City Council Officers when confirmed.

The Chair asked that engagement with local authorities be added to the report recommendations.

The board reported of the need to receive regular updates on where grant funding is being spent and asked for a standing report to be submitted each meeting.

Resolved:

1. The £10.5million proposal set out in the Programme Business Case and summarised in this report, for the Commonwealth Community Grants Programme be approved;
2. The delegation of delivery of the Grants Programme to an external Grant Administrator, following a robust and compliant competitive procurement process be approved;
3. The 'in-advance' cash payment profile for the awarding of grant funds (in contrast to standard 3-month arrear terms) be approved and
4. **Engagement with local authorities be undertaken following the appointment of the grant administrator and**
5. **A standing report be submitted regularly to the Investment Board meeting to report on grant spending for programmes be agreed.**

#### **10. Global West Midlands - Strategic Outline Case**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero that sought approval of the release of £2.5m from the Commonwealth Games Legacy Enhancement Fund to develop the Full Business Case for West Midlands Growth Company's (WMGC) Global West Midlands programme and to support the delivery of local and regional priorities to September 2023.

The Chief Executive of WMGC, Neil Rami reported that the Global West Midlands programme would build on the existing pipeline of investment and events from the Commonwealth Games Business and Tourism Programme to fully exploit the economic legacy of the games and would also develop a new international strategy to increase the region's profile and reputation. He also took the opportunity to thank politicians for their support in obtaining investment in the programme.

Councillor Simkins reported of the need to understand the economic opportunities for the region and for WMGC to be involved in identifying the future skills needed.

Councillor O'Boyle concurred with Councillor Simkins and also reported of the need to engage with politicians especially politicians in Coventry.

The Chair asked that West Midlands Growth Company ensure baseline data required for the Full Business Case, is included in the report to Investment Board in October.

Resolved:

1. The release of £2.5m from the Commonwealth Games Legacy Enhancement Fund allocation, from the total £14.1m agreed by the West Midlands Combined Authority (WMCA) Board in March 2023 be approved, of which:
  - a. £1.8m will be utilised by WMGC in order to develop the Full Business Case and to begin delivery against the local and regional priorities in the Programme in Quarters 1 and 2 of 2023/24; and
  - b. £0.7m will be granted to Local Authorities from the WMCA to support an increase in capacity to deliver against priorities in the Programme.
2. That this is in addition to WMGC drawing down £2m of funding for Quarters 1 and 2 from the £4m for 2023/24 approved by the Investment Board and WMCA Board in December 2022 via a Business Justification Case be noted;
3. That the Full Business Case be submitted to the Investment Board for consideration in October 2023 be noted and
4. That changes have been made to the Strategic Outline Case in the Executive Summary and Section 4 Financial Case be noted.

**11. Social Economy Growth Programme - Phase 1**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero, that sought approval of £2m to start the process of investment in the Social Economy Growth Ecosystem and supporting activity.

The Strategic Economic Lead for Social Economy Growth, Charles Rapson, summarised the key highlights of the report and outlined the key features of the programme that would provide specialist business support to over 160 of the c.8000 social economy organisations in the region and the Placed Based Development Clusters programme. It was that noted that the proposals have been put forward by the Social Economy Taskforce that was established by the Mayor in 2018.

Charles Rapson advised that the programme was aligned to the UK Shared Prosperity Fund and local authorities would be invited to join the Social Economy Advisory Board (which has superseded the Taskforce) to determine the type of investment needed for their area.

In relation to a comment from the Chair regarding the seemingly low figure (£42k) allocated to monitoring and evaluation, Charles Rapson reported that no data was currently available on clusters at the present time, however, following the tender process, the provider would be required to report impact data on a regular basis.

Resolved:

1. The investment from the Commonwealth Games Legacy Fund of £2 million to start the process of investment in the Social Economy Growth Ecosystem in two key areas be approved:

- Specialist Business Support (peer learning) programmes (£1,743k)
- Place based development 'clusters' (£400k) and

2. The supporting activity that underpins these actions (£42k), be noted including:

- Endorsing the Risk & Investment Appraisal recommendation to carry out comprehensive monitoring and evaluation.

## **12. Mobilising Plan for Growth Business Justification Case**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero, that support approval of £3.25m from the Commonwealth Games Legacy Fund to commission business support schemes to help achieve the objectives of the West Midlands Plan for Growth.

The Head of Economic Delivery, Paul Edwards set out the context to the report.

It was noted that the programme would provide bespoke support to local businesses, focusing on economic clusters that can generate above forecast levels of growth by boosting private sector investment and aligned to the Plan for Growth.

Resolved:

1. That £3.25m from the Commonwealth Games Legacy Fund to commission business support schemes which help achieve the objectives of the West Midlands Plan for Growth be approved.

**13. Jobs & Skills and Wellbeing Business Justification Case**

The board considered a report of the Director of Employment, Skills, Health and Communities that sought approval of £5.75m for the business justification case for the Jobs and Skills activity that would be delivered through the Commonwealth Games Legacy Enhancement Fund.

The Senior Delivery Manager, Project and Programmes, Lisa Hamilton, outlined the report and advised that the programme would bring together 2 funding streams, Wellbeing and Sustainability that would enable local authority partners to deliver employment support and projects locally which included mental health and wellbeing as an integral part of their activity. The report outlined the outputs and outcomes confirmed to date by local authority partners against 6 delivery projects.

Resolved:

1. That £5.75m funding to deliver the Commonwealth Games Legacy Enhancement Fund - Jobs and Skills Programme as set out in the attached Business Justification Case be approved and
2. The delegation of contracting and payments (through back-to-back grant funding awards to local authority partners) to the Director of Employment, Skills, Health and Communities, the WMCA S.151 Officer and the Director of Law and Governance be agreed and
3. The Skills and Programme Business Case Change Request to increase the value of the Programme Business Case by £5.75m be noted.

**14. Change Request Skills Programme Business Case**

The board considered a report of the Director of Employment, Skills, Health and Communities that sought approval to a change request to the Skills Programme Business Case for receipt of additional funding for Employment and Skills provision, secured from the Commonwealth Games Legacy Enhancement Fund (CWGLEF). The report was considered alongside the previous agenda item, Jobs and Skills and Wellbeing Business Justification Case.

Resolved:

1. A change request to the Skills Programme Business Case (PBC), subject to approval of the CWG LEF – Jobs and Skills Business Justification Case (BJC), in order to receive additional funding for employment and skills activity awarded as part of the Commonwealth Games Legacy Enhancement Fund (CWGLEF) be approved and
2. Delegated authority for the development and onward issuing of the LA Grant Funding Agreements to the Director of Employment and Skills in consultation with the WMCA S. 151 Executive Director and Director of Law and Governance be agreed.



## **15. Legacy Trailblazer Programme -Business Justification Case**

The board considered a report Director of Strategy, Integration and Net Zero that sought approval of £5m for the Business Justification Case for the Commonwealth Games Legacy Trailblazer Programme, namely Gen22, Bring the Power, Critical Mass, Social Value and Volunteering.

The Head of Commonwealth Games Legacy (Inclusive Communities), Bethan Stimpson, highlighted key highlights from the report including 5 selected projects that would bring new investment into Commonwealth Games projects, notably Critical Mass, an inclusive dance programme; Gen 22, a youth social action programme; Volunteering; Bring the Power, a schools and community- based programme and, Social Value, a programme connecting private and third sector organisations to maximise community impact and corporate social value.

It was noted that the delivery agent for the 5 projects has been pre-defined as the United by 2022 Legacy Charity (UB22) the official Birmingham Commonwealth Games Charity which is led and staffed by individuals who previously worked for the B2022 Organising Committee.

Resolved:

1. That the £5million proposal set out in the Business Justification Case for the Commonwealth Games Legacy Trailblazer programme, namely Gen22, Bring the Power, Critical Mass, Social Value and Volunteering be approved and
2. That delegation of delivery of the Commonwealth Legacy Trailblazer programme to the Official Commonwealth Games Charity, United by 2022 be approved.

## **16. Commonwealth Games Legacy Fund WMCA Culture Programme**

The Board considered a report of the Executive Director of Strategy, Integration and Net Zero that sought approval of £4.1m funding allocation to deliver the Culture and Heritage pillar of the Commonwealth Games Legacy Enhancement Fund as outlined in the Programme Business Case.

The Senior Policy Officer (Culture), Salla Virman, reported that a minimum of £1.3m of funding would be for the direct benefit of constituent local authorities (ie. Double devolved) and the overall objective would be to deliver a series of revenue based interventions across four missions to address regional challenges and to take advantage of key opportunities in addition to creating a strategic regional framework for heritage and culture.

It was noted that the focus of the programme would primarily be on the arts, crafts, libraries, heritage, photography, museums and galleries and cultural education. The WMCA Cultural Policy Team has worked with the WMCA Cultural Leadership Board and WMCA Cultural Officers Group to analyse the best use for this investment.

Resolved:

1. The proposed allocation of £4.1m to deliver the Culture and Heritage pillar of the Commonwealth Games Legacy Enhancement Fund (CWGLEF) as outlined in the SAF Programme Business case be approved and
2. The recently secured match funding as outlined in the restricted Appendix A be noted.

**17. Birmingham Athletics European Championship 2026 - Full Business Case**

The board considered a report of the Executive Director of Strategy, Integration and Net Zero that sought approval of £13.7m from the Commonwealth Games Legacy Enhancement Fund to support the delivery of the Athletics European Championship 2026 as detailed in Birmingham City Council's Full Business Case.

Resolved:

1. The proposed allocation of £13.7m from the Commonwealth Games Legacy Enhancement Fund to support the delivery of the Athletics European Championship 2026, as detailed in Birmingham City Council's Full Business Case be approved and
2. The terms of the agreement and management / evaluation framework be delegated to the Executive Director of Economic Delivery, Skills and Communities in consultation with the WMCA Monitoring Officer and, S151 Officer to finalise with Birmingham City Council officers be approved.

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

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

**19. Port Loop Phase 2 Limited**

The board considered a report of West Midlands Development Capital (WMDC) that sought approval to an increase and term extension of a current Residential Investment Fund (RIF) loan to 'the Company', for the sum specified in the report, to deliver Phase 2B of the development at 'the Property' stated in the report.

It was noted that the increased payable, secured RIF loan would be subject to a maximum term of 4 years and would be subject to the terms detailed in the report.

Resolved:

1. The powers and ability of the WMCA to make the proposed loan be noted;
2. The comments made by Investment Panel when the proposal was presented be noted;
3. The increased investment, for the amount specified in the report, to the 'Company', for a term of four years, from the Residential Investment Fund be approved;
4. The existing grant continue alongside the increased loan be noted and
5. The negotiation and approval of the final terms of the loan to Ian Martin, Director of Commercial and Investment, in consultation with the S.151 Officer and Monitoring Officer be agreed.

**20. WMCA Commercial Investment Fund (CIF) - Dashboard**

The board considered a report detailing the Commercial Investment Fund dashboard (private iteration) as at 1 June 2023.

Resolved:

That the report be noted.

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

The board considered a report detailing the Brownfield Land and Property Development Fund (private iteration as at 1 June 2023).

Resolved:

That the report be noted.

**22. WMCA Residential Investment Fund (RIF) - Dashboard**

The board considered a report detailing the Residential Investment Fund dashboard (private iteration) as at 1 June 2023.

Resolved:

That the report be noted

**23. Housing & Land Fund Dashboard**

The board considered a report detailing the Housing and Land Fund dashboard that provided an update on the Brownfield Housing Fund, National Competitive Fund and Land Fund since the last meeting.

In relation to the board being provided with an update on the disposals and acquisitions with the regards to Land Fund schemes, Rob Lamond, Head of Strategy & Analysis (Housing, Property and Regeneration) reported that further to consideration by the WMCA's Executive Board recently, a report on the matter would be submitted Investment Board within the next few months.

The board asked for an update on the Stoneyard scheme to be provided for the next meeting.

Resolved:

That the report be noted.

**24. Land and Property Investment Fund (LPIF)**

The board considered a report detailing the Land and Property Investment Fund dashboard as at 6 June 2023.

Resolved:

That the report be noted.

The meeting ended at 1.00 pm.



**West Midlands  
Combined Authority**

## **Transport Delivery Overview & Scrutiny Committee**

**Monday 3 July 2023 at 1.00 pm**

### **Minutes**

#### **Present**

Councillor John McNicholas (Chair)  
Councillor Pervez Akhtar  
Councillor Robert Alden  
Councillor Aqeela Choudhry  
Councillor Amo Hussain  
Councillor Timothy Huxtable  
Councillor Carol Hyatt  
Councillor Mary Locke  
Councillor Emma Marshall

Councillor Martin McCarthy  
Councillor Barbara McGarrity  
Councillor Steve Melia  
Councillor Saddak Miah  
Councillor Josh O'Nyons  
Councillor Gurmeet Singh Sohal  
Councillor David Stanley  
Councillor Alan Taylor  
Councillor Ian Ward

Coventry City Council  
Coventry City Council  
Birmingham City Council  
Sandwell Metropolitan Borough Council  
Walsall Metropolitan Borough Council  
Birmingham City Council  
City of Wolverhampton Council  
Birmingham City Council  
Worcestershire Non-Constituent Local  
Authorities  
Solihull Metropolitan Borough Council  
City of Wolverhampton Council  
Sandwell Metropolitan Borough Council  
Birmingham City Council  
Solihull Metropolitan Borough Council  
Walsall Metropolitan Borough Council  
Dudley Metropolitan Borough Council  
Dudley Metropolitan Borough Council  
Birmingham City Council

#### **In Attendance**

Pete Bond  
Dan Essex  
Lyndsey Roberts  
Anne Shaw

Sandeep Shingadia

Kate Taylor

Director of Integrated Transport Services  
Governance Services Manager  
Statutory Scrutiny Officer  
Executive Director for Transport for West  
Midlands  
Director of Strategic Partnerships &  
Integration  
Head of Finance Business Partnering &  
Strategic Planning

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

##### **1. Election of Chair**

The Governance Services Manager reported that the WMCA Board had appointed Councillor John McNicholas as chair of this committee for 2023/24.

**2. Apologies**

Apologies for absence were received from Councillor Zaker Choudhry (Birmingham), Councillor Narinder Kaur Kooner (Birmingham) and Councillor Antony Tucker (Coventry).

**3. Councillor Ian Brookfield, City of Wolverhampton Council**

The Chair reported the news that Councillor Ian Brookfield, Leader of the City of Wolverhampton Council, had sadly died on 2 July. Members paid tribute to Councillor Ian Brookfield's long career of public service, along with his strong advocacy for the importance of public transport. A minute's silence was observed in his memory.

**4. Terms of Reference**

The Governance Services Manager provided a verbal update on the terms of reference for the committee, and he indicated that the terms of reference had been agreed by the WMCA Board, but that these were subject to change over the course of the year, as the committee become more established, to reflect its evolution.

Resolved:

The terms of reference for the committee be noted.

**5. Transport for West Midlands Overview**

The Director of Integrated Services reported that new members had received a presentation from the Executive Director of Transport for West Midlands at the recent members induction session which covered TfWM activity, including Swift and ticketing, safety and security, rail and metro programmes, bus delivery options, the Regional Transport Co-ordination Centre and network resilience programmes. He indicated that a similar presentation would be arranged for all members of the committee ahead of the next meeting.

Resolved:

The update be noted.

**6. Transport for West Midlands Reimagined**

The Director of Transport for West Midlands provided an update on the reorganisation of the delivery functions within TfWM. The reorganisation had been undertaken following a maturity assessment review and sought to achieve improved performance and budget management and reduce silo working. This new structure would help improve the capital programme delivery that was reported to the committee, enabling members to provide meaningful oversight and scrutiny. A consultation within the directorate had been conducted and the structure went live on 3 July.

In response to questions from Councillor David Stanley and Councillor Saddak Miah, the Statutory Scrutiny Officer confirmed that scrutiny training would be provided for members and would be delivered both internally and externally, throughout the year. The Chair asked members to confirm with the Governance Service Officer those areas they were particularly keen to receive training on.

Resolved:

The update on Transport for West Midlands' recent restructure be noted.

## **7. Scrutiny within the WMCA**

The Governance Services Manager and the Statutory Scrutiny Officer provided a presentation on the overview and scrutiny function within the WMCA. The presentation stressed that scrutiny was a statutory function of the WMCA, and set out examples of how it was conducted within the WMCA, as well as differences between local authority scrutiny and combined authority scrutiny.

The Chair enquired as to how social media could be used to engage with the public better. The Executive Director of Transport for West Midlands outlined the different social media channels used by the WMCA and TfWM, stating that they were used to share information on different projects and initiatives being undertaken. She confirmed that a social media plan was in place for the production and release of content, and that she would seek to build on this plan to include the committee and its activities.

In response to a question from Councillor David Stanley, the Governance Services Manager provided a summary of how decisions of the WMCA Board could be 'called in' by this committee, along with the role the committee Chair played in the WMCA's processes for determining urgent items of business.

Councillor Carol Hyatt requested that performance data be included within reports submitted to the committee. The Executive Director of Transport for West Midlands noted this and undertook to ensure that performance data was produced in a way that was useful to the committee. Councillor Carol Hyatt also requested a carbon footprint dashboard in respect of the WMCA's net zero targets. Councillor Timothy Huxtable suggested that this suggestion be considered at the Air Quality, Congestion & Environmental Impact Member Engagement Group.

Resolved:

The presentation on scrutiny within the WMCA be noted.

## **8. Financial Monitoring Report**

The Head of Finance Business Partnering & Strategic Planning updated the committee on the financial monitoring report. She stated that the information provided was the position as at the end of May 2023, and provided an update of both the TfWM revenue budget, which showed a favourable variance of £0.6m, and the capital programme budget, which showed a favourable variance of £0.7m.

Resolved:

(1) The position as at 31 May 2023 against the TfWM revenue budget, which showed a favourable variance of £0.6m, be noted.

(2) The TfWM capital programme position as at 31 May 2023, which showed a favourable variance of £0.7m for WMCA delivered schemes and an adverse variance of £0.1m for externally delivered schemes, be noted.

## **9. Bus Funding Update**

The Director of Integrated Transport Services provided a verbal update on bus funding within the region, giving an overview of the latest position. He indicated that Government support had been in place since 2020 by way of grant funding. Operators were currently running 90% of services compared to pre-Covid numbers and that this figure was favourable compared to other regions. He stressed that as much as possible had been done to preserve the bus network across the region, before sharing other activities being undertaken relating to policing and ticketing.

Councillor David Stanley noted recent passenger experiences that had been reported to him relating to the fares being charged and the lack of reliability in the timetable. The Director of Integrated Transport Services confirmed that fare capping existed on most, but not all, service routes. He also stated that reliability was now being monitored on a route-by-route basis, to identify where improvements and mitigation could be made.

Councillor Ian Ward noted that while the single fare was capped, all other fares were rising. Councillor Barbara McGarrity noted that the increase in bus fares had resulted in an increase in the combined tram/bus ticket, but felt that this had not been adequately communicated to passengers. The Executive Director of Transport for West Midlands reported that the recent fares rises had been communicated to the public, but it was clear that not all passengers had seen this and therefore consideration would be given to improving this in future similar circumstances.

Councillor Pervez Akhtar highlighted the commercial nature of bus operators within the region, noting that other combined authority areas operated different models that he considered gave greater priority to passenger needs.

Resolved:

The report be noted.



**10. Refreshed Regional Road Safety Strategy Launch**

The Regional Road Safety Manager presented the launch of the refreshed Regional Road Safety Strategy. He asked the committee to consider the refreshed strategy, which included more information on the Vision Zero initiative which was a targeted reduction in the number of those killed and seriously injured on the network. He indicated that the strategy also included a broader evidence base for performance and revised societal costs. He reported that the launch was intended for July, but it was planned to be delayed until September to apply the appropriate response to the most recent incidents of those killed and seriously injured within the region.

Councillor Carol Hyatt asked for road safety information to be shared with local authorities and councillors for them to be able to distribute information to their constituents in the future. The Regional Road Safety Manager confirmed that the link was shared with local authority communications teams, and assured the committee that he would continue to engage with them as part of that suggested dissemination of information. He also shared lessons on how to engage the right demographics in specific online spaces.

Councillor Steve Melia noted the concerns expressed by many regarding the safety of e-scooters. The Regional Road Safety Manager reported that new Government regulations were due to be released shortly, which was expected to take into account the results of all the trial schemes being monitored. Councillor Carol Hyatt asked if the new e-scooters would use geofencing, the technology that sets boundaries within which the e-scooters can operate. The Executive Director of Transport for West Midlands indicated that the pilot scheme had geofencing and speed restrictions in certain locations, and she assured the committee that the new operator of the next pilot scheme was just as robust. She reminded the members that the measures only applied to the e-scooters for hire and TfWM did not have control over the use of privately owned e-scooters.

Resolved:

The refreshed Regional Road Safety Strategy be endorsed for approval at the WMCA Board meeting on 21 July 2023.

**11. Appointment of Scrutiny Champions and Member Engagement Groups**

The Chair reported that nominations had been received from members to sit on the respective Member Engagement Groups. Councillor Timothy Huxtable suggested renaming the Passenger Safety MEG to become Passenger & Road Safety MEG, which was supported. The Chair asked that all MEGs consider their terms of reference to ensure their remit was appropriate. The Governance Services Manager indicated that he would circulate the list of the membership of each MEG, scrutiny champions and lead officers.

Resolved:

The membership of the six Member Engagement Groups and the six Scrutiny Champions be approved.

**12. Draft Work Programme**

The Statutory Scrutiny Officer presented the draft work programme. She reminded members that this was a rolling programme, and should members wish to suggest items for the programme they should contact Governance Services. She also stated that the Chair and Vice-Chair would work together with scrutiny champions to develop the work plan.

Councillor Timothy Huxtable enquired whether member briefing sessions would be held in the morning of committee meetings. The Statutory Scrutiny Officer confirmed that these would be arranged on future meeting dates.

**13. Date of Next Meeting**

Monday 4 September 2023 at 1.00pm.

The meeting ended at 3.10 pm.



## West Midlands Combined Authority

### Overview & Scrutiny Committee

Monday 10 July 2023 at 10.00 am

#### Minutes

#### Present

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Naeem Akhtar	Coventry City Council
Councillor Philip Bateman MBE	City of Wolverhampton Council
Councillor Andrew Burrow	Solihull Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Nigel Lumby	Shropshire Non-Constituent Local Authorities
Councillor Emma Marshall	Worcestershire Non-Constituent Local Authorities
Councillor Paul Moore	Sandwell Metropolitan Borough Council
Councillor Jamie Tennant	Birmingham City Council
Amanda Tomlinson	Business Representative
Councillor Vera Waters	Walsall Metropolitan Borough Council

#### In Attendance

Dan Essex	Governance Services Manager
Clare Hatton	Interim Director of Employment & Skills
Lyndsey Roberts	Statutory Scrutiny Officer
Laura Shoaf	Chief Executive

#### Item Title No.

- 130. Appointment of Chair**  
The committee noted that at the WMCA Board meeting held on 9 June 2023, Councillor Cathy Bayton had been appointed as the Chair of this committee for 2023/24.
- 131. Appointment of Vice-Chair**  
The appointment of Vice-Chair was the responsibility of the Overview & Scrutiny Committee and had to be a member from a different political group to the Mayor. The Chair proposed that Councillor Naeem Akhtar be appointed as Vice-Chair of this committee for 2023/24.
- 132. Apologies for Absence**  
Apologies for absence were received from Councillor Lauren Rainbow (Birmingham) and Councillor Ken Wood (Birmingham).

**133. Chair's Remarks**

**(a) New Members**

The Chair welcomed new members to the first meeting of the year and thanked former and returning members of the committee for their work and contributions during last year.

**(b) Councillor Ian Brookfield**

The Chair expressed her sadness at the recent death of Councillor Ian Brookfield, Leader of the City of Wolverhampton Council, and member of the WMCA Board. Members of the committee observed a minute's silence in his memory.

**134. Terms of Reference**

The committee considered its terms of reference.

Resolved:

- (1) The terms of reference be noted.

**135. Minutes - 13 March 2023**

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

**136. Matters Arising**

**(a) Site Visit to Green Square Accord**

In preparation for the next meeting of the committee on 4 September, the Statutory Scrutiny Officer agreed to arrange a site visit to Green Square Accord's LoCal Homes facility in Walsall.

**(b) Grant Register**

At the last meeting, it was reported that the Mayor and Portfolio Lead Members were in dialogue as to how the Social Housing Fund of £14.9m would be devolved to local authorities. The Chief Executive agreed to provide a further update at the next meeting of the committee.

**137. Scrutiny within the WMCA**

The committee received an introduction to overview & scrutiny within the WMCA that was supported by a joint presentation from the Governance Services Manager and Statutory Scrutiny Officer.

The presentation included information on the overview and scrutiny function, pre-development and pre-decision scrutiny, the different ways in which scrutiny could be undertaken, the power of call-in, the difference between local and combined authority scrutiny, work programming and the role and expectations of a scrutiny member.

With the announcement of the WMCA's Deeper Devolution Deal, the Levelling Up and Regeneration Bill and the forthcoming additional powers and responsibilities, the committee highlighted the importance of governance and accountability and the important role of scrutiny within the decision-making process.

Resolved:

- (1) That the introduction to overview & scrutiny within the WMCA be noted.

**138. An Introduction to the West Midlands Combined Authority**

The committee received a presentation from the Chief Executive on the WMCA's vision & values, the role of the WMCA and its six aims based on the key challenges within the region. Members welcomed the presentation and considered the simple and clear explanation helpful to understand the role and responsibilities of the WMCA and how it worked in partnership with local authorities.

With regards to Warwickshire County Council becoming a constituent member of the WMCA, the committee discussed the wider implications of councils applying to become a constituent member of the WMCA. The Chief Executive added that, in accordance with the law an application to become a member of the WMCA would be considered by the WMCA Board. However, the Levelling Up and Regeneration Bill as proposed, would change the way in which this decision could be made. The Chief Executive assured the committee that, if Warwickshire County Council were to explore becoming a member of the WMCA, it would examine the wider implications and would ensure that there was no financial detriment to local authorities.

To improve the partnership arrangements with constituent and non-constituent authorities, the committee emphasised the need to strengthen the links and communication arrangements between the WMCA and local authorities. During discussion, members shared the different ways in which the work and activities of the Overview & Scrutiny Committee was reported into their respective authorities.

Resolved:

- (1) The presentation be noted;
- (2) A regular update on Warwickshire County Council becoming a member of the WMCA to be provided to future meetings of the committee; and
- (3) The WMCA to explore options as to how communication between the WMCA, constituent and non-constituent authorities could be improved.

**139. Scrutiny Review: The impact of the delivery of local skills training following the devolution of the Adult Education Budget to the WMCA**

The committee considered a report from members of the Skills Scrutiny Panel outlining the findings of the scrutiny review that examined the impact of the devolution of the Adult Education Budget on the delivery of local skills training within the region, and identified the challenges and ways in which the WMCA and local authorities could most effectively use skills development to address short- and longer-term challenges in the region.

Following the findings of the 2020/21 review to ascertain whether the regional economic recovery proposals were meeting the needs that had been identified within the Black Country sub-region, the Overview & Scrutiny Committee considered that now was an appropriate time to undertake a further review to assess the impact and outcomes that had been delivered through the Adult Education Budget since its devolution to the WMCA in 2019.

In terms of the gaps highlighted within the review, it was recognised that an area of focus for the forthcoming year could be in relation to employer behaviour and how the Adult Education Budget could assist in terms of training employees.

In addition, members were informed of the various products and services available through the Adult Education Budget as an alternative to exam-based courses including community learning and skills bootcamps.

The Chair enquired about the levels of worklessness and age profile within the region and questioned whether this was currently measured and monitored through key performance indicators. The Interim Director of Employment & Skills confirmed that an outcomes framework was currently being developed and would be shared with the committee at a future meeting.

Resolved:

- (1) The conclusions and recommendations of the scrutiny review group be endorsed for submission to the next meeting of the Skills Advisory Board on 25 September 2023.

#### **140. Deeper Devolution Deal - Scrutiny Implications**

The committee considered a report of the Governance Services Manager on the activity and developments relating to the WMCA's Deeper Devolution Deal negotiations with the Government since the matter was last reported to the committee on 13 March.

On 15 March, as part of its Spring Budget statement, the Government announced that it had agreed with the WMCA a Deeper Devolution Deal that would provide for wide ranging provisions to devolve policy making and control over spending decisions to the region.

In announcing the Deeper Devolution Deal, the Government had highlighted the importance of governance and accountability and these enhanced accountabilities had been framed within the English Devolution Accountability Framework, which was published in March. The accountability framework would seek to ensure that mayors and other local leaders were subject to robust and effective scrutiny by local politicians.

To help build a culture of greater scrutiny and accountability, the WMCA was currently in dialogue with the Government on the development of a scrutiny protocol that would set out the relationship between the mayor, the WMCA and its scrutiny and audit functions. It was envisaged that the protocol would be published prior to the next meeting of the committee and that a further report would be submitted for consideration.

Forming part of the WMCA's wider accountability and scrutiny framework, the Deal also introduced the idea of the region's Members of Parliament scrutinising the Mayor in four public sessions a year. The committee discussed and shared comments on the importance and critical role of scrutiny within the WMCA, the benefit of it being non-party political and the requirements for scrutiny to evolve to address the new challenges.

In response to comments regarding the region's Members of Parliament scrutinising the Mayor and the possibility of these Q&A sessions overshadowing the work of the combined authority and local authority scrutiny functions, the WMCA was currently working with the Government to develop the terms of reference for these public sessions. Members were assured that the committee would be kept abreast of developments.

Resolved:

- (1) The announcement of the Government's Deeper Devolution Deal with the WMCA, along with its expected ratification by constituent authorities during September and by the WMCA Board at its meeting on 13 October, be noted;
- (2) The publication of the English Devolution Accountability Framework and the forthcoming scrutiny protocol, setting out the Government's expectations for local accountability within institutions exercising devolved powers be welcomed;
- (3) A further report be submitted to the committee when it meets on 4 September setting out in more detail the content of the scrutiny protocol and how the WMCA intended to apply it to its overview & scrutiny function be agreed; and
- (4) The Overview & Scrutiny Committee be kept abreast on the development of the terms of reference for the region's Members of Parliament and Mayoral public sessions.

#### **141. Grant Register**

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

Councillor Phil Bateman enquired about the opening of the Wolverhampton Metro extension. It was agreed that a response would be provided to Councillor Phil Bateman following the meeting.

Resolved:

- (1) The grant register be noted.

**142. Work Programme**

The committee received a draft work programme of items that were to be considered at future meetings of the committee.

In addition to the Mayoral Q&A sessions, the Chair indicated that she would also like to explore how the Overview & Scrutiny Committee could hold the WMCA's statutory and senior officers to account.

With regards to the regeneration of brownfield land, Councillor Andrew Burrow proposed that a deep dive could be undertaken to review the cost benefits of brownfield land projects, how brownfield strategies affected and connected the region, and whether the sites identified would have been developed without the contributions from the WMCA.

The committee enquired as to whether a transport officer could also attend its next meeting to help support discussions with housing colleagues when reviewing the Affordable Homes Strategy, as transport also needed to be considered when building homes.

In terms of its focus for 2023/24, the committee agreed to focus on the performance of the WMCA and would examine the outcomes delivered against its Annual Business Plan, aims and objectives.

Resolved:

- (1) That the draft work programme be noted; and
- (2) The observations and contributions regarding the draft work programme be considered.

**143. Date of Next Meeting**

Monday 4 September at 10:00am

The meeting ended at 12.00 pm.