



Transport Delivery Overview & Scrutiny Committee

Date: Monday 3 July 2023

Time: 1.00 pm **Public meeting** Yes

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

Membership

Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Aqeela Choudhry	Sandwell Metropolitan Borough Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Amo Hussain	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Narinder Kaur Kooner OBE	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Emma Marshall	Worcestershire Non-Constituent Local Authorities
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Barbara McGarrity	City of Wolverhampton Council
Councillor John McNicholas	Coventry City Council
Councillor Steve Melia	Sandwell Metropolitan Borough Council
Councillor Saddak Miah	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Antony Tucker	Coventry City Council
Councillor Ian Ward	Birmingham City Council

Quorum for this meeting shall be 14 members

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

Contact Janna Simpson, Governance Services Officer
Telephone 07769 301598
Email Janna.Simpson@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Election of Chair To appoint a chair for the meeting. The chair of the committee for 2023/24 will be appointed by the WMCA Board on 21 July 2023.	Dan Essex	None
2.	Apologies	Chair	None
3.	Declarations of Interest Members are reminded of the need to declare any disclosable prejudicial interests they have in any item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
4.	Terms of Reference	Dan Essex	1 - 4
5.	Transport for West Midlands Overview	Pete Bond	Verbal Report
6.	TfWM Reimagined	Anne Shaw	Verbal Report
7.	Scrutiny within the WMCA	Dan Essex / Lyndsey Roberts	Verbal Report
8.	Financial Monitoring Report	Kate Taylor	5 - 12
9.	Bus Funding Update	Pete Bond	Verbal Report
10.	Refreshed Regional Road Safety Strategy Launch	Darren Divall	13 - 18
11.	Appointment of Scrutiny Champions and Member Engagement Groups	Dan Essex	19 - 22
12.	Draft Work Programme	Lyndsey Roberts	23 - 24
Date of Next Meeting			
13.	Monday 4 September 2023 at 1.00pm	Chair	None



Transport Delivery Overview & Scrutiny Committee - Terms of Reference	
Purpose	To have responsibility for the WMCA's statutory scrutiny function in respect of Transport for West Midlands' transport powers and the delivery of its services.
Accountable to	WMCA Board
Membership	<p>Birmingham City Council x 7 Coventry City Council x 3 Dudley Metropolitan Borough Council x 2 Sandwell Metropolitan Borough Council x 2 Solihull Metropolitan Borough Council x 2 Walsall Metropolitan Borough Council x 2 City of Wolverhampton Council x 2 Staffordshire non-constituent authorities x 1 Shropshire non-constituent authorities x 1 Warwickshire non-constituent authorities x 1 Worcestershire non-constituent authorities x 1</p>
Chair	<p>The Chair will be appointed by the WMCA Board from the members of the committee appointed by the constituent authorities.</p> <p>The Chair must not be from the same political party as the Mayor.</p>
Voting	<p>Members appointed from constituent authorities will have one vote each.</p> <p>Members appointed from non-constituent authorities are non-voting representatives.</p> <p>The Chair does not have a second, casting vote. If a vote is tied on any matter, it shall be considered not to have been carried.</p>

Quorum	Two-thirds of voting members appointed to the committee.
Frequency	The committee shall meet six times a year, or more often if it is determined necessary to discharge its responsibilities.
Servicing	The meetings will be serviced by the WMCA's Governance Services team.
Functions	<ul style="list-style-type: none"> • Monitoring and oversight of the performance of the transport capital programme delivery for projects being delivered under CRSTS and other funding allocations. It will receive regular reports on the delivery outputs, programme timeline and critical path, risk management, finance and funding. It will also receive monitoring and evaluation reports on the outcomes provided following completion in line with the business cases agreed by the Investment Board or the WMCA board. This will include highway maintenance programmes which are now contained in CRSTS. • Reviewing the development of the pipeline of the future investment schemes in transport capital delivery for entry into the delivery programme. • Monitoring of the operational performance of the transport networks including bus, rail, tram, micro mobility and highway networks via reports prepared by TfWM including financial performance of the revenue activities. • Holding to account the performance of operators against a set of targets in line with any agreements held by the WMCA. Where no agreements are in place it will provide input and considerations to these operators to influence performance. • Monitoring the implementation plan of the Local Transport plan in terms of outcomes delivered in line with the core objectives and big moves. • Overseeing the customer satisfaction levels of the transport system and provide oversight to improvements in customer experience including digital customer products and services provided by TfWM.

	<ul style="list-style-type: none"> • Reviewing and input into the regions road safety strategy and monitor the delivery plans of the regional road safety strategic partnership against a set of targets contained within the strategy. • Reviewing and making recommendations to the WMCA Board in relation to a number of statutory functions including: <ul style="list-style-type: none"> (a) securing the provision of appropriate subsidised public passenger transport services under s9A (3) of the Transport Act 1968. (b) the creation and development of: <ul style="list-style-type: none"> Ticketing Schemes under s135 - 138 of the Transport Act 2000. Concessionary Travel Schemes under s93 - 104 of the Transport Act 1985. What local bus information should be made available, and the way in which it should be made available, under s139 - 143 of the Transport Act 2000. The operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services, under s10 (1) of the Transport Act 1968 and within the agreed WMCA budget. • It will provide reports to the WMCA Board on a quarterly basis in relation to work undertaken, recommendations made and overall summary of the delivery of capital and operational matters of TfWM and its partners. • It will, when appropriate set up time limited task and finish groups to consider specific issues which for the basis of a report and set of recommendations back to the WMCA Board.
Review	Annually in June.

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Transport Delivery Overview & Scrutiny Committee

Date	3 rd July 2023
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Executive Director of Finance and Business Hub Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Kate Taylor Head of Finance Business Partnering and Strategic Planning Email - Kate.Taylor@wmca.org.uk
Report to be/has been considered by	Councillor Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

1. Note the position as at the end of May 2023 against the TfWM Revenue Budget which shows a favourable variance of £0.6m, as detailed in Section A.
2. Note the TfWM Capital Programme position as at 31 May 2023 which shows a favourable variance of £0.7m for WMCA delivered schemes and an adverse variance of £0.1m for externally delivered schemes, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 31 May 2023. The content relates to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets and consists of the following Sections:

SECTION A

2.0 Section A - Summary Revenue Position

2.1 The Transport revenue budget as at the end of May 2023 shows a favourable variance of £0.6m against budget.

	May 2023 Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	(1,119)	(1,669)	550	(9,201)	(9,201)	0
Use of Reserves	215	195	20	9,201	9,201	0
Net TfWM Surplus / (Deficit)	(904)	(1,474)	570	0	0	0

2.2 Within Transport there is a surplus of £0.9m which represents a favourable variance from budget of £0.6m. In addition to savings arising from vacant posts, the most notable variances relate to Concessions where savings to date due to lower patronage and fare levels have been transferred to a reserve to protect against future risks in relation to the transport network.

2.3 The main risk in relation to the bus network relates to the commercial viability of the sector and the increasing requirement for significant on-going funding if networks are to be maintained.

2.4 Further details of net spending are set out in Appendix 1.

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 The TfWM Capital Programme expenditure totals £35.7m for WMCA delivered schemes which is £0.7m more than profiled budget. For externally delivered schemes, expenditure totals £11.5m which is £0.1m more than budget at this stage of the year.

TRANSPORT PROGRAMME	YEAR TO DATE - MAY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Transport						
Metro	21,753	21,176	(577)	213,380	213,380	0
Rail	10,386	9,311	(1,075)	67,017	67,017	0
Bus	965	874	(91)	17,159	17,159	0
Sprint	936	1,086	150	20,070	20,070	0
Highways	71	121	50	2,498	2,498	0
Digital and Data	1,188	2,007	819	12,065	12,065	0
Other Transport	132	105	(27)	2,271	2,271	0
Sustainable Travel	221	314	93	11,517	11,517	0
Total - Transport	35,650	34,993	(656)	345,977	345,977	0
Transport (External)						
Rail - External	543	543	0	7,079	7,079	0
Bus - External	0	0	0	1,500	1,500	0
Grants to Local Authorities - Transport	10,845	10,737	(108)	116,010	116,010	0
Sustainable Travel - External	116	116	0	31,629	31,629	0
Total - Transport (External)	11,504	11,395	(108)	156,218	156,218	0
TOTAL	47,156	46,390	(766)	502,195	502,195	0

3.2 Capital schemes are being delivered in line or broadly in line with the revised capital budget approved by the WMCA Board in June 2023. Expenditure on the Transport capital programme is relatively close to budget with a minor over-spend against budget of £0.8m.

3.3 The majority of the variance relates to Rail projects where there is an over-spend of £1.1m, specifically University Station of £0.6m due to accelerated cladding works and Walsall to Wolverhampton local enhancement package 1 of £0.5m mainly due to higher costs of grouting, which can be accommodated within the full project budget. Project costs remain within overall budget allocation.

3.4 Within Metro there is an over-spend against year to date of £0.6m relating to the Wednesbury to Brierley Hill Extension and Wolverhampton City Central Extension due to the timing of works. Total project costs are within budget.

3.5 Withing the Digital and Data workstreams there are savings against budget to date of £0.8m relating to the timing of CCTV installation, the development of a Mobility as a Service (MaaS) application and other project support work.

3.6 Other projects remain relatively close to budget at this early stage of the year.

3.7 Appendix 2 provides more detail of the financial performance of WMCA delivered schemes against budget to date.

3.8 Appendix 3 provides more detail of the financial performance of externally delivered schemes against budget to date.

4.0 Glossary of Terms

FMZ = Future Mobility Zone

HS2 = High Speed 2

MRN = Major Road Network
RTI = Real Time Information
RTCC = Regional Transport Coordination Centre
TfWM = Transport for West Midlands
WMCA = West Midlands Combined Authority

Appendix 1 Transport for West Midlands Revenue Budget Position 31st May 2023

At the end of May 2023 there is a £0.6m favourable variance against budget.

	Year To Date			Full Year
	Actual £'000	Budget £'000	YTD Variance £000	Budget £'000
Transport Levy	19,892	19,892	0	119,355
Business Rates	0	0	0	4,674
Use of Reserves	215	195	20	9,201
Total Funding	20,108	20,088	20	133,229
National Bus Concession	(7,575)	(7,486)	(89)	(47,254)
Metro / Rail	(760)	(762)	1	(4,572)
Child Concession	(850)	(1,010)	160	(7,162)
Concessions	(9,186)	(9,258)	72	(58,989)
Bus Stations / Infrastructure	(1,024)	(1,244)	220	(5,933)
Subsidised Network	(2,350)	(2,399)	49	(14,255)
Accessible Transport	(1,051)	(1,112)	62	(6,630)
Bus Services	(4,425)	(4,755)	330	(26,818)
Metro Services	(1,728)	(1,662)	(66)	(10,913)
Rail Services	(559)	(578)	19	(5,300)
Rail and Metro Services	(2,286)	(2,239)	(47)	(16,213)
Safety and Security	(176)	(147)	(28)	(2,375)
Passenger Information	(1,036)	(1,069)	33	(6,651)
Sustainable Travel	(328)	(323)	(4)	(1,934)
Integration	(1,539)	(1,540)		(10,961)
Network Resilience	(444)	(504)	60	(3,185)
Business and Democratic Support	(759)	(762)	3	(4,605)
Strategic Development	(600)	(732)	132	(4,832)
Transport Governance	(24)	(24)	(1)	(141)
Capital Finance Charges	(1,748)	(1,748)	0	(10,485)
Efficiency Target	0	0	0	3,000
Total Expenditure	(21,012)	(21,561)	549	(133,229)
Net Surplus / Deficit	(904)	(1,473)	569	0

Concessions

Savings in year within the ENCTS and Child concessions budgets are due to a lower service provision. To date savings of £0.9m 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

There are savings across Bus Infrastructure budgets of £0.2m in the main relating to the timing of External Advice expenditure and Staff vacancies.

Rail & Metro

Within Metro there is a minor over-spend relating to car body repairs and servicing of the 2GT fleet.

Strategic Development

There are savings to date of £0.1m within Strategic Development which are largely due to Staff vacancies.

Other areas within Transport remain close to budget at this early stage of the year.

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 2 TfWM Delivered Capital Schemes

	YEAR TO DATE - MAY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Metro						
Birmingham City Centre Extension	0	0	0	0	0	0
Buy Before Boarding	85	17	(68)	5,210	5,210	0
Metro Birmingham Eastside Extension	6,893	7,659	766	65,007	65,007	0
Metro Centenary Square Extension	28	3	(25)	617	617	0
Metro Edgbaston Extension	383	321	(62)	3,665	3,665	0
Metro Wednesbury to Brierley Hill Extension	11,558	10,259	(1,299)	99,810	99,810	0
Metro Wolverhampton City Centre Extension	1,525	1,210	(315)	7,932	7,932	0
Trams	0	0	0	0	0	0
Metro Network Enhancements	945	1,348	403	27,066	27,066	0
Metro - Other	334	360	26	4,073	4,073	0
Total - Metro	21,752	21,177		213,380	213,380	
Rail						
Park and Ride	0	1	1	500	500	0
Rail Package 1	2,337	1,853	(484)	20,807	20,807	0
Rail Package 2	5,990	6,011	21	34,810	34,810	0
Rail Station	2,052	1,426	(626)	7,377	7,377	0
Snow Hill	0	0	0	0	0	0
Very Light Rail	0	0	0	600	600	0
Rail Developemnt	0	0	0	100	100	0
Dudley Port Integrated Transport Hub	6	0	(6)	450	450	0
Aldridge Station	0	6	6	2,015	2,015	0
Rail - Other	0	13	13	359	359	0
Total - Rail	10,386	9,310		67,018	67,018	
Bus						
Bus Station/Interchange	311	282	(29)	3,139	3,139	0
Clean Bus	187	233	46	6,226	6,226	0
Cross City Bus	18	20	2	2,508	2,508	0
East Birmingham to Solihull Corridor	9	20	11	499	499	0
Demand Responsive Bus	0	1	1	6	6	0
BSIP Bus Priority Cross City Routes	120	102	(18)	3,110	3,110	0
BSIP Retrofit Programme	0	0	0	500	500	0
National Productivity Investment Fund	321	216	(105)	1,170	1,170	0
Total - Bus	965	874		17,158	17,158	
Sprint						
Hagley Road	36	8	(28)	2,420	2,420	0
Hall Green to Interchange via Solihull	0	0	0	202	202	0
Longbridge to Birmingham	0	0	0	57	57	0
Sprint Ph2 A45	1,144	1,338	194	8,202	8,202	0
Sprint Ph2 A34	(63)	49	112	7,465	7,465	0
Sprint A45	69	18	(51)	1,420	1,420	0
Sprint A34	(251)	(327)	(76)	304	304	0
Total - Sprint	935	1,086		20,070	20,070	
Highways						
KRN/MRN	1	0	(1)	607	607	0
Highways - Other	70	121	51	1,891	1,891	0
Total - Highways	71	121		2,498	2,498	
Digital and Data						
FMZ	314	549	235	5,600	5,600	0
RTCC	607	1,095	488	3,856	3,856	0
RTI	6	11	5	584	584	0
Scheme Development and M and E	75	161	86	1,688	1,688	0
Digital and Data - Other	186	191	5	337	337	0
Total - Digital and Data	1,188	2,007		12,065	12,065	
Other Transport						
Asset Management	132	105	(27)	2,019	2,019	0
Transport - Other	0	0	0	252	252	0
Total - Other Transport	132	105		2,271	2,271	
Sustainable Travel						
Air Quality	0	0	0	990	990	0
Better Streets Community Fund	0	0	0	141	141	0
Electric Vehicles	42	66	24	5,614	5,614	0
Priority One Development	16	23	7	690	690	0
Swift ceMV Contactless Payment Broker	162	225	63	4,082	4,082	0
Total - Sustainable Travel	221	314		11,517	11,517	
TOTAL	35,650	34,993	(656)	345,977	345,977	0

Appendix 3 Externally Delivered Capital Schemes

	YEAR TO DATE - MARCH 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail - External						
Very Light Rail - External	543	543	0	6,329	6,329	0
Solihull Rail Station	0	0	0	750	750	0
Total - Rail - External	543	543		7,079	7,079	
Bus - External						
East Birmingham to Solihull Corridor - External	0	0	0	1,000	1,000	0
UKC - Solihull - Dorridge Bus Priority	0	0	0	500	500	0
Total - Bus - External	0	0		1,500	1,500	
Grants to Local Authorities - Transport						
City Centre Regeneration	2,501	2,501	0	51,688	51,688	0
Cycling and Walking	126	22	(104)	12,302	12,302	0
Highways	681	681	0	6,377	6,377	0
Highways Maintenance	3,332	3,332	0	19,994	19,994	0
Local Network Improvement Plan	2,672	2,672	0	16,035	16,035	0
Grants to Local Authorities - Other	849	843	(6)	5,150	5,150	0
HS2 Enabling	684	684	0	4,464	4,464	0
Total - Grants to Local Authorities - Transport	10,845	10,735		116,010	116,010	
Sustainable Travel - External						
Electric Vehicles - External	38	38	0	3,389	3,389	0
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
Snow Hill Growth Strategy	0	0	0	750	750	0
Foleshill Transport Package	37	37	0	4,038	4,038	0
Cov South Sustainable Transport	40	40	0	4,356	4,356	0
A461 Walk, Cycle and Bus Corridor	0	0	0	200	200	0
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	0	0	0	1,000	1,000	0
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	1,100	1,100	0
Knowle to Solihull Town Centre LCWIP Scheme	0	0	0	1,000	1,000	0
Multi-modal Access to HS2 Enhancement	0	0	0	250	250	0
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	2,600	2,600	0
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	0	0	0	300	300	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	0	0	0	1,635	1,635	0
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	0	0	0	4,000	4,000	0
Total - Sustainable Travel - External	115	115		31,628	31,628	
TOTAL	11,503	11,393	(110)	156,217	156,217	0

Transport Delivery, Overview and Scrutiny Committee

Date	3 July 2023
Report title	Refreshed Regional Road Safety Strategy Launch
Portfolio Lead	Cllr Mike Bird, Portfolio Lead for Transport Email: cllr.mike.bird@walsall.gov.uk
Accountable Chief Executive/TfWM Director	Anne Shaw, Executive Director, Transport for West Midlands Email: anne.shaw@tfwm.org.uk
Accountable Employee	Mark Corbin, Director of Network Resilience Transport for West Midlands Email: mark.corbin@tfwm.org.uk
Report has been considered by	Jag Johal (Finance), Andre Bromfield (Legal), Kwabena Osayande (Equalities)
Author	Darren Divall, Regional Road Safety Manager darren.divall@tfwm.org.uk

Recommendation(s) for action or decision:

The Transport Delivery, Overview and Scrutiny Committee is recommended to:

- 1) Consider the Refreshed Regional Road Safety Strategy 2023-2030.
- 2) Endorse the Refreshed Regional Road Safety Strategy for approval at the WMCA Board Meeting on 21st July 2023.

1. Purpose

- 1.1 The purpose of this report is for Transport Delivery, Overview and Scrutiny Committee to consider the Refreshed Regional Road Safety Strategy 2023-2030 prior to its submission to the next WMCA Board Meeting, scheduled for 21st July 2023.
- 1.2 In endorsing the launch of the Refreshed Strategy at the Board meeting on 21 July, Metropolitan Leaders will approve the Vision Zero long-term mission and the extending of the casualty target of a 40% reduction for killed and seriously injured road casualties by 2028, to a 50% reduction in killed and seriously injured road casualties by 2030 assessed against a 2015-2017 baseline, in accordance with the commitment made in the Local Transport Plan (LTP) to support the Towards Zero Foundation campaign.
- 1.3 The report provides a summary of the development and finalisation of the Refreshed Regional Road Safety Strategy 2023-2030.

2. Background and summary

- 2.1 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' figures¹ for fatal and serious casualties (based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property).
- 2.2 Despite these early successes, the Regional Road Safety Partnership agreed to enhance the strategic approach by refreshing the Regional Strategy. 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.
- 2.3 Regional road safety partners 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

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

members.

2.4 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.

2.5 A public engagement exercise was also initiated between 12th May 2023 and 4th 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. 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'.

2.6 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).

2.7 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.

2.8 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.

2.9 It is intended that the 2025-2030 Action Plan will be ready for launch in November 2024 and will be formally consulted on between January and March 2024.

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 i.e.; Local Authorities, Members of the Strategic Transport Board (STB) and the Road Safety partners will need to identify where funding sources for this activity can be utilised. 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 Regional Road Safety Partnership, 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 crashes.

6. Equalities Implications

- 6.1 The Refreshed Regional Road Safety Strategy 2023-2030 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, making streets safer to walk and wheel.
- 6.2 The Refreshed Strategy will facilitate acknowledgement of 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 from traffic, as well as adopt safe practices when using motor vehicles.
- 6.3 Partners will undertake analysis of multiple data sets that can be used to identify relevant problems/themes, including geographical and demographic data that enables delivery of evidence-based actions to predict, address and assess health and equality impacts and the need to meet our vision for a fairer society.

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 None.



Transport Delivery Overview & Scrutiny Committee

Date	Monday 3 July 2023
Report title	Appointment of Scrutiny Champions and Member Engagement Groups
Accountable Chief Executive	Helen Edwards, Director of Law & Governance email: helen.edwards@wmca.org.uk
Accountable Employee	Dan Essex, Governance Services Manager email: dan.essex@wmca.org.uk

Recommendations for decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Approve the appointment of six Scrutiny Champions for 2023/24.
- (2) Approve the appointment of committee members to sit on the six Member Engagement Groups for 2023/24.
- (3) Note the arrangements for Member Engagement Groups for 2023/24 arising out of the recommendations agreed by the WMCA Board on 9 June in respect of the recent transport governance review.

1. Purpose

- 1.1 To make appointments to the six Scrutiny Champion positions and to agree the membership of the six Member Engagement Groups for 2023/24.

2. Background

(A) Member Engagement Groups

2.1 At its meeting on 9 June, the WMCA Board agreed revised transport governance arrangements for the forthcoming year. These new arrangements included the amalgamation of the former Transport Delivery Committee and Transport Scrutiny Sub-Committee into this new committee. Also approved was the continuation of six Member Engagement Groups, which have existed since 2017 and provide members with an opportunity to meet and discuss in more detail transport-related issues that are grouped around broad thematic areas. These MEGs are supported by officers from Transport for West Midlands and, whilst not decision making, provide a forum for members to develop a deeper understanding of those matters that would not otherwise be able to be discussed in such detail at committee meetings. During the transport governance review, there was a clear indication from members that MEGs were well regarded and should continue to exist in support of the better consideration of items at committee meetings.

2.2 There are six Member Engagement Groups:

- Rail, Metro, Sprint & Active Travel
- Sustainability
- Passenger First
- Finance & Performance
- Passenger Safety
- Air Quality, Congestion & Environmental Impact

2.3 Although the MEGs themselves have existed for a number of years, it is considered opportune, given the wider transport governance changes, to review the terms of reference for each of these at their next meeting. This will give all members appointed to each MEG, whether new or returning, an opportunity to help shape the work that their MEG will undertake during the next 12 months. These revised terms of reference will then be submitted to the next meeting of this committee for endorsement.

2.4 It is proposed that each MEG should contain five members in order to give them a manageable number to undertake the detailed consideration of topics, whilst also allowing these meetings to be organised in an agile and less formal way than regular committee meetings. It is expected that each member will sit on at least one MEG in addition to their membership of this committee.

2.5 It is proposed that five meetings of each MEG are held during the year, with a report on each meeting coming to the next scheduled committee:

<u>MEG</u>	<u>Committee</u>
July/ August	4 September
September / October	30 October
November / December	22 January
January / February	26 February
March / April	1 July

(B) Scrutiny Champions

- 2.6 In previous years, MEGs have been chaired by councillors appointed to the positions of 'Lead Member'. Each MEG had a corresponding Lead Member. There has been some wider confusion over the responsibilities of these roles in respect of the similarly named Portfolio Lead Member, and in recognition of the now clear scrutiny role of the lead member position, the transport governance review has renamed them Scrutiny Champions.
- 2.7 Each Scrutiny Champion will chair their corresponding MEG. In order to broaden member responsibilities across the committee, the WMCA Board agreed that the Chair and Vice-Chair of this committee could not also be a Scrutiny Champion.

3. Strategic Aims and Objectives

- 3.1 The role Member Engagement Groups and Scrutiny Champions contributes towards the WMCA meeting two of its strategic aims:

Aim 3: Connecting our communities by delivering transport and unlocking housing and regeneration schemes.

Aim 6: Developing our organisation and being a good regional partner.

4. Financial Implications

- 4.1 Subject to powers in the Levelling Up & Regeneration Bill that are expected to be enacted next month, the role of Scrutiny Champion will receive a special responsibility allowance of £4,750 in recognition of the additional time requirements the position will require of members.

5. Legal Implications

- 5.1 There are no direct legal implications arising out of the recommendations within this report, although in approving the recommendations, the committee will be implementing the recommendations of the transport governance review agreed by the WMCA Board on 9 June.

6. Single Assurance Framework Implications

- 6.1 There are no implications on the Single Assurance Framework arising out of this report.

7. Equalities Implications

- 7.1 There are no equalities implications arising out of this report.

8. Inclusive Growth Implications

- 8.1 There are no inclusive growth implications arising out of this report.

9. Geographical Area of Report's Implications

- 9.1 The Transport Delivery Overview & Scrutiny Committee contains members from all constituent authorities and representatives from the non-constituent authorities. Transport for West Midlands principally delivers services within constituent authority areas, although some services are also delivered, where separately agreed, in non-constituent areas.

10. Other Implications

- 10.1 There are no other implications arising out of this report.

11. Schedule of Background Papers

Transport Governance Review report - WMCA Board, 9 June 2023

TRANSPORT DELIVERY OVERVIEW & SCRUTINY COMMITTEE WORK PROGRAMME: JULY 2023 - FEBRUARY 2024

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Portfolio Lead Member - Transport: Welcome		4 September TBC			
Review & Oversight of Arms Length Companies (MMA & MML)	To understand the accountability and transparency arrangements for the arms' length companies in relation to transport.	4 September TBC	Review	Helen Edwards	No
Deeper Devolution (Transport) - Implementation Plan	To receive an update on the implementation of the Deeper Devolution Deal - transport	4 September TBC	Consider	Anne Shaw	No
Pre-Decision Scrutiny: Supported Travel Policies	To review and comment on the latest position regarding the supported travel policies	4 September	Review	Helen Davies	No
Parcel Lockers	To review and comment on the work undertaken regarding the proposal to introduce parcel lockers across the West Midlands region	4 September TBC	Review	Christopher Brown	
		30 October			



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Pre-Decision Scrutiny: Bus Franchising Assessment	To consider the latest position regarding the bus franchising assessment	11 December TBC	Comment	Pete Bond	No
Question Time: Portfolio Lead Member for Transport on Transport Policy & Delivery related matters		22 January TBC			
		26 February			