



Transport Delivery Overview & Scrutiny Committee

Date: Monday 4 September 2023

Time: 1.00 pm **Public meeting** Yes

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

Membership

Councillor John McNicholas (Chair)	Coventry City Council
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 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
Vacancy	Shropshire non-constituent authorities
Vacancy	Staffordshire non-constituent authorities
Vacancy	Warwickshire non-constituent authorities

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.	Appointment of Vice-Chair To appoint a vice-chair for the Transport Delivery Overview & Scrutiny Committee 2023/24	Chair	None
2.	Apologies for Absence	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.	Chair's Remarks	Chair	None
5.	Minutes - 3 July 2023 (including action log)	Chair	1 - 8
6.	Financial Monitoring Report	Kate Taylor	9 - 16
7.	CRSTS Re-base Proposal	Carl Beet	17 - 20
8.	Deeper Devolution Deal – Scrutiny Implications	Dan Essex	21 - 34
9.	Deeper Devolution (Transport) - Implementation Plan	Adam Harrison	35 - 42
10.	Member Engagement Groups – Progress Report	Chair	43 - 48
11.	Work Programme (a) Transport Delivery Overview & Scrutiny Work Programme (b) WMCA Board Forward Plan	Lyndsey Roberts	49 - 56
Date of Next Meeting			
12.	Monday 30 October 2023 at 1.00pm	Chair	None



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

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City of Wolverhampton Council
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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:

(1) 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.

Transport Delivery Overview & Scrutiny Committee – Action Log

No	Creation Date	Report	Task Description	Owner	Due Date	Closure Date	Open/On-Hold/Closed
1	03-Jul-23	TfWM Reimagined	Anne Shaw to provide briefing note of "TfWM Reimagined" to the committee.	Anne Shaw	17-Jul-23		Open
2	03-Jul-23	Scrutiny within the WMCA	Dan Essex to provide the committee with slides of Scrutiny presentation	Dan Essex	10-Jul-23	05-Jul-23	Closed
3	03-Jul-23	Bus Funding Update	Pete Bond to provide. briefing note of the Bus Funding Update	Pete Bond	17-Jul-23		Open
4	03-Jul-23	Bus Funding Update	Pete Bond to liaise with Cllr Emma Marshall regarding demand response transport	Pete Bond	17-Jul-23		Open
5	03-Jul-23	TfWM Overview	Arrange members induction for all member on TfWM delivery programmes.	Pete Bond / Governance Services	04-Sep-23		Open
6	03-Jul-23	Refreshed Regional Road Safety Launch	Darren Divall to provide committee members with a copy of the refreshed regional road safety strategy.	Darren Divall	17-Jul-23	28-Jul-23	Closed

7	03-Jul-23	Appointment of Scrutiny	Confirm all future meeting dates to the committee via email	Janna Simpson	10-Jul-23	07-Jul-23	Closed
		Champions and Member Engagement Groups					
8	03-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Confirm Scrutiny Champions and MEG membership via email	Janna Simpson	10-Jul-23	07-Jul-23	Closed
9	03-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Passenger Safety MEG to be renamed to Passenger and Road Safety	Dan Essex	10-Jul-23	07-Jul-23	Closed
10	03-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Develop and deliver a training programme for members of the Transport Delivery Overview & Scrutiny Committee	Lyndsey Roberts / Governance Services	Ongoing	N/A	Open
11	03-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Chair of TDOSC to meet with Scrutiny Champions to discuss ways of working and the work programme.	Chair / Governance Services	14-Aug-23		Open



Transport Delivery Overview & Scrutiny Committee

Date	4 th September 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 McNicholas, Chair of TDOS Councillor Akhtar, Scrutiny Champion for Finance and Performance

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

1. Note the position as at the end of July 2023 against the TfWM Revenue Budget which shows a favourable variance of £2.0m, as detailed in Section A.
2. Note the TfWM Capital Programme position as at 31 July 2023 which shows a favourable variance of £12.5m for WMCA delivered schemes and a favourable variance of £6.5m for externally delivered schemes, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 31 July 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:

2.0 Section A - Summary Revenue Position

2.1 Within Transport there is a surplus of £2.2m which represents a favourable variance from budget of £2.0m.

	July Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	(1,125)	(3,086)	1,961	(9,235)	(9,201)	(34)
Use of Reserves	3,361	3,352	9	9,295	9,201	94
Net TfWM Surplus / (Deficit)	2,236	266	1,970	60	0	60

2.2 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 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 costs of the tendered bus service across the year, currently showing an adverse variance of £0.2m as at July 2023. This variation is a timing issue as budget will be fully utilised by year end.

2.4 We have undertaken first reforecast for the year and estimate budgets will be balanced by year end.

2.5 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 £76.1m for WMCA delivered schemes which is £12.5m behind the profiled budget. For externally delivered schemes, expenditure totals £20.7m which is £6.5m behind budget at this stage of the year.

	July Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Metro	48,500	54,272	5,773	191,409	211,566	20,157
Rail	17,936	20,876	2,940	66,431	67,017	586
Bus	2,369	3,496	1,128	16,587	17,159	572
Sprint	3,079	4,178	1,099	20,070	20,070	0
Highways	413	314	(100)	2,498	2,498	0
Digital & Data	2,694	4,376	1,682	12,065	12,065	(0)
Other Transport	363	380	17	2,429	2,429	0
Sustainable Travel	704	642	(62)	8,931	11,517	2,586
Transport (Internally delivered schemes)	76,058	88,534	12,476	320,420	344,321	23,901
Rail (External)	606	1,194	588	10,216	7,079	(3,137)
Bus (External)	0	0	0	1,000	1,500	500
Grants to Local Authorities	19,802	25,723	5,921	110,483	119,627	9,143
Sustainable Travel (External)	301	253	(48)	20,746	31,629	10,882
Transport (Externally delivered schemes)	20,708	27,170	6,462	142,446	159,835	17,389
Net TfWM Surplus / (Deficit)	96,766	115,704	18,938	462,866	504,156	41,290

3.2 Within Transport, the variances are mainly within Metro (£5.8m), Rail (£2.9m) and Data and Digital (£1.7m).

3.3 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.

3.4 The variance on 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.

3.5 There are variances against budget to date on the Data and Digital workstreams relating to the timing of CCTV installation and other project support work.

3.6 The first re-forecast of the year shows a reduction in spend of £41.3m with the biggest movement within Metro, specifically Birmingham Eastside Extension £17.7m where work has been re-scheduled to later years. The quarter 1 forecasts have now been received from Local Authorities resulting in a £17.4m reduction on budget within the externally delivered schemes.

3.6 Other projects remain relatively close to budget.

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 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
Total Funding	43,146	43,137	9	133,324	133,229	94
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
Concessions	(18,119)	(18,363)	244	(58,760)	(58,985)	225
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)
Bus Services	(8,295)	(9,311)	1,016	(26,747)	(26,752)	5
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
Rail and Metro Services	(4,697)	(4,742)	45	(15,660)	(16,679)	1,019
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)
Integration	(2,974)	(3,198)	223	(11,000)	(10,886)	(114)
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)
Total Expenditure	(40,911)	(42,870)	1,960	(133,263)	(133,229)	(34)
Net Surplus / Deficit	2,236	267	1,969	60	0	60

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.

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 2 TfWM Delivered Capital Schemes

£000's	July Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Metro Birmingham Eastside Extension	13,612	16,594	2,982	47,313	65,007	17,694
Metro Network Enhancements	2,440	4,846	2,406	20,947	27,066	6,119
Metro Edgbaston Extension	652	1,455	803	3,616	3,665	49
Metro Wednesbury to Brierley Hill Extension	28,637	23,963	(4,675)	102,027	97,997	(4,031)
Metro Wolverhampton City Centre Extension	2,316	5,797	3,480	7,932	7,932	(0)
Buy Before Boarding	127	867	740	5,309	5,210	(99)
Metro Centenary Square Extension	50	114	64	666	617	(49)
Metro - Other	664	637	(27)	3,600	4,073	474
Total Metro Schemes	48,500	54,272	5,773	191,409	211,566	20,157
Rail Station	3,752	3,183	(569)	7,377	7,377	0
Rail Package 1	3,773	4,460	687	20,841	20,807	(34)
Park and Ride	0	2	2	500	500	0
Rail Package 2	10,404	12,838	2,434	34,863	34,810	(54)
Very Light Rail	0	25	25	600	600	0
Rail Development	0	0	0	100	100	0
Dudley Port Integrated Transport Hub	6	70	64	450	450	0
Aldridge Station	0	232	232	1,341	2,015	673
Rail - Other	0	66	66	359	359	0
Total Rail Schemes	17,936	20,876	2,940	66,431	67,017	586
National Productivity Investment Fund	592	597	5	1,170	1,170	(0)
Clean Bus	676	996	321	6,226	6,226	0
Cross City Bus	125	446	321	2,508	2,508	0
East Birmingham to Solihull Corridor	34	107	73	499	499	0
BSIP Bus Priority Cross City Routes	353	654	300	2,538	3,110	572
Bus Station/Interchange	589	694	105	3,139	3,139	0
Demand Responsive Bus	0	2	2	6	6	0
BSIP Retrofit Programme	0	0	0	500	500	0
Total Bus Schemes	2,369	3,496	1,128	16,587	17,159	572
Sprint Ph2 A45	2,485	2,895	410	8,340	8,202	(139)
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
Hall Green to Interchange via Solihull	0	51	51	202	202	0
Longbridge to Birmingham	0	0	0	57	57	0
Total Sprint Schemes	3,079	4,178	1,099	20,070	20,070	0
KRN/MRN	2	32	30	607	607	0
Highways - Other	411	281	(130)	1,891	1,891	0
Total Highways	413	314	(100)	2,498	2,498	0
RTCC	1,221	2,240	1,019	3,856	3,856	0
FMZ	1,055	1,538	483	5,600	5,600	0
RTI	11	23	12	584	584	0
Scheme Development and M and E	204	364	160	1,688	1,688	0
Digital and Data - Other	204	212	8	337	337	0
Total Digital & Data	2,694	4,376	1,682	12,065	12,065	0
Asset Management	363	380	17	2,177	2,177	0
Transport - Other	0	0	0	252	252	0
Total Other	363	380	17	2,429	2,429	0
Air Quality	0	0	0	990	990	0
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
Total Sustainable Travel	704	642	(62)	8,931	11,517	2,586
Total Transport Capital Programme (WMCA Delivered)	76,058	88,534	12,476	320,420	344,321	23,901

Appendix 3 Externally Delivered Capital Schemes

£000's	YTD			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Rail - External						
Very Light Rail	606	1,194	588	9,966	6,329	(3,637)
Solihull Rail Station	0	0	0	250	750	500
West Coast Mainline	0	0	0	0	0	0
Total Rail	606	1,194	588	10,216	7,079	(3,137)
Bus - External						
East Birmingham to Solihull Corridor	0	0	0	1,000	1,000	0
UKC - Solihull - Dorridge Bus Priority	0	0	0	0	500	500
Total Bus	0	0	0	1,000	1,500	500
Grants to Local Authorities - Transport						
City Centre Regeneration	2,111	7,159	5,048	44,866	51,688	6,822
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
Total Grants to Local Authorities	19,802	25,723	5,921	110,483	119,627	9,143
Sustainable Travel - External						
Electric Vehicles - External	76	76	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 Smallbrook Queensway	0	0	0	1,000	1,000	0
Snow Hill Growth Strategy	0	0	0	750	750	0
Foleshill Transport Package	107	75	(32)	1,332	4,038	2,706
Cov 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
Total Grants to Local Authorities	301	253	(48)	20,746	31,629	10,882
Total Transport Capital Programme (Externally Delivered)	20,708	27,170	6,462	142,446	159,835	17,389



Transport Delivery Overview & Scrutiny Committee

Date	4 th September 2023
Report title	CRSTS re-base proposal
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive	Anne Shaw, Executive Director, Transport for West Midlands Email: anne.shaw@tfwm.org.uk
Accountable Employee	Carl Beet, Head of Transport Strategy and Planning, TfWM Carl.Beet@tfwm.org.uk
Report has been considered by	Strategic Transport Board – 27 th July 2023

1. Purpose*

- 1.1 This note provides an update to Transport Delivery Overview & Scrutiny Committee (TDOS) on the City Region Sustainable Transport Settlement (CRSTS), specifically regarding a re-baselining exercise that is currently being undertaken across the programme.

2. Background*

- 2.1 The CRSTS is a £1.05bn 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.

Re-base context

- 2.3 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 programme.
- 2.4 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

- 2.5 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:
- 1. 5 year re-base within CRSTS 1 – 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.

- 2. 10 year re-base over CRSTS 1 & 2 – 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.
- 2.6 The completed templates have now been submitted to WMCA to allow a West Midlands wide view to be developed, prior to local political ratification by promoting authorities and the Mayor. Once a local political consensus has been agreed, the revised programme will submit to WMCA Board for approval on 15th September, in advance of submission to DfT.
- 2.7 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. This may attract scrutiny from DfT regarding the deliverability of the programme.
 - Where possible funding has been moved from schemes forecasting development activity only to those where construction can take place and costs have increased due to inflationary pressures.
 - Whilst there is some reduction in forecast outputs for KMs of cycle lanes and bus lanes (key DfT metrics), as would be expected given the increase in scheme costs, the proposed deliverables still represent a significant step change in provision over the current situation.
- 2.8 The proposed approval timeline to enable submission to WMCA Board in September is set out below:
- Send out data forms to scheme promoters 28th June. [COMPLETE]
 - Returns from promoter's 12th July [COMPLETE]
 - STOG session 17th July [COMPLETE]
 - Papers for STB 20th July [COMPLETE]
 - STB 27th July [COMPLETE]
 - STOG session W/C 31st July [COMPLETE]
 - WMCA Exec August
 - Brief the Mayor 18th August.
 - Political briefings as required – July/August
 - Active Travel England briefing – August
 - WMCA Board paper send out 7th September.
 - WMCA Board 15th September.
 - Submission back to DfT 29th September
- 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, where emerging costs pressures on key CRSTS and Investment Programme Transport projects currently in delivery are accommodated by overprogramming against future grant income e.g. CRSTS2, is accepted by DfT/HMT. This will be a key element of our Devolution Deal with Government 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).

3. Strategic Aims and Objectives

- 3.1 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.

4. Financial Implications*

- 4.1 The CRSTS re-base process has the full engagement of WMCA Finance Officers and will also be considered by the Finance Officers group.

5. Legal Implications*

- 5.1 No legal comments have been sought to inform this report at this stage but will be sought to inform the CA Board reports.

6. Equalities Implications

- 6.1 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.

7. Inclusive Growth Implications

- 7.1 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.

8. Geographical Area of Report's Implications

- 8.1 The report applies to the constituent WMCA area.

9. Schedule of Background Papers

WMCA Report – 16th June 2023



Transport Delivery Overview & Scrutiny Committee

Date	4 September 2023
Report title	Deeper Devolution Deal - Scrutiny Implications
Portfolio Lead	Levelling Up/Devolution - Councillor Sharon Thompson
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Dan Essex, Governance Services Manager email: dan.essex@wmca.org.uk

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Note 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.
- (2) Welcome 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.
- (3) Agree that a further report be submitted to the committee when it meets on 30 October setting out in more detail the content of the scrutiny protocol and how the WMCA intends to apply it to its overview and scrutiny function.

1. Purpose

To update the committee on activity and developments relating to the WMCA's Deeper Devolution Deal negotiations with the Government.

2. Background

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, bringing additional investment to the region worth more than £1bn. Highlights of the deal included:

- The potential for the WMCA to be treated as if it were a Government department with a simplified five-year funding settlement, enabling it to prioritise, target and decide how funding was spent in key areas.
- A landmark housing deal worth up to £500m.
- Fiscal devolution, including 100% business rates retention over 10 years, worth an estimated £450m to the WMCA and other local authorities.
- Up to Six Levelling Up Zones where priority areas would be chosen by local decision makers to receive support to accelerate growth, development and regeneration.
- A commitment to devolving retrofit funding that would enable the region to prioritise allocations and accelerate the delivery of warmer homes and net zero targets.
- Empowering the region's transport transformation through the devolution of bus service operator grants and a new partnership with Great British Railways.
- Further influence over key policy areas such as skills, careers, employment support and digital inclusion.

2.2 A summary document setting out the detail of the deal is attached as an appendix to the report.

2.3 In order for the WMCA to assume the new powers contained in the deal, it has to follow the statutory process set out in the Local Democracy, Economic Development & Construction Act 2009. The only new function that requires a statutory process to be followed is the Bus Service Operators Grant (BSOG), which is a mayoral function.

2.4 There has been a period of public engagement and awareness raising on the contents of the entire deal, following which, each constituent authority has been requested to:

- Provide feedback to the WMCA on the draft Governance Review and Scheme in relation to the BSOG in sufficient time to allow these documents to be amended where appropriate for consideration at the WMCA Board meeting on 13 October.
- Provide, through their own governance processes, individual local authority consent to the devolution deal.

3. Progress to Date

- 3.1 At the WMCA Board on 9 June, members approved the draft Governance Review and Scheme, with the exception of the formal consultation required to progress with the proposed Health Improvement Duty, which would have formally recognised the impact that the existing statutory functions of the WMCA could have in improving health outcomes for the region's communities.
- 3.2 The engagement exercise was undertaken from 23 June - 19 August, consisting of a survey, a digital campaign to promote the survey, and a number of accompanying online engagement activities that anyone from the region could attend. The aim of this engagement was to provide the general public, business and other stakeholders across the seven local authority areas with the opportunity to share their views on the proposals. The WMCA will then use the feedback received to inform local authority consents and any final decision by the WMCA Board on 13 October.

4. Governance and Accountability

- 4.1 In announcing the Deeper Devolution Deal, the Government rightly highlighted the importance of governance and accountability underpinning these new powers and responsibilities. These enhanced accountabilities have been framed within the English Devolution Accountability Framework, which was published in March and formed a key part of the Government's thinking in respect of local accountability. The accountability framework seeks to ensure that mayors and other local leaders are subject to robust and effective scrutiny by local politicians and an informed public. It applies to all English institutions with devolved powers (including combined authorities).
- 4.2 In launching the new framework, Dehenna Davison MP, Parliamentary Under-Secretary of State for Levelling Up said:

"The accountability system described in this framework acts as a safeguard against unethical behaviour, inadequate performance and poor value for money for the local taxpayer by placing a focus on transparency and scrutiny. It will ensure that local councillors are empowered to provide effective scrutiny through a new scrutiny protocol. It will improve the decision-making process and allow greater progress in delivering levelling up to all areas that have agreed devolution deals."

- 4.3 Within the Deeper Devolution Deal agreement text itself, the Government set out more clearly its expectations in respect of the West Midlands (paragraph 20):

The WMCA will, through this deal, be subject to three levels of accountability:

(a) As a local authority, it is subject to the requirements of the Local Government Accountability Framework.

(b) As an institution with devolved powers, the WMCA will be subject to the English Devolution Accountability Framework which details additional accountability processes for all institutions with devolved powers and highlights those requirements of the Local Government Accountability Framework which are of particular significance for such institutions,

including the decisions that mayoral combined authorities are responsible for and the recourse available to the Government.

(c) In light of the specific new powers being agreed in this trailblazer deeper devolution deal, including the single settlement, and in the spirit of greater power requiring greater accountability, the WMCA commits to building a culture of greater scrutiny and accountability through the proposals set out in this section.

- 4.4 A key piece of work therefore for the WMCA this year (assuming the deal is ratified by constituent authorities and the WMCA Board at its meeting on 13 October) will be to “build a culture of greater scrutiny and accountability”. To help facilitate this, the English Devolution Accountability Framework commits the Government to develop what it is calling a ‘scrutiny protocol’ for all institutions with devolved powers which will set out the relationship between the mayor, the institution and its scrutiny and audit functions. The scrutiny protocol will focus on ensuring that each institution has a sustained culture of scrutiny, which it characterises as (paragraph 24):

“.....designed to ensure that all areas with devolution deals, but especially those which manage single settlements, should have best in class scrutiny functions. Membership on committees, and in particular the role of chair, should be prized and competed for. Retention of members for several years should be common. Members should be able to devote the time to the role. The committees should have the profile and cache to ensure that their findings are brought to the attention of the public wherever necessary.”

- 4.5 The Department for Housing, Levelling Up & Communities has convened a small working group to help develop the contents of the scrutiny protocol, which includes representatives from the Centre for Governance & Scrutiny, Greater Manchester Combined Authority and the WMCA’s Head of Corporate Support & Governance. It is expected that the protocol will be published during September/October this year, and a full report will be submitted to the Transport Delivery Overview & Scrutiny Committee on 30 October setting out requirements of the protocol in detail. It is intended that members of this committee will be asked to consider in October the manner and means by which the WMCA will apply the protocol to its overview and scrutiny function going forward, committing to meeting a key requirement of the Deeper Devolution Deal.

5. Mayoral Scrutiny by Members of Parliament

- 5.1 Whilst not directly falling within the remit of this committee, but nonetheless forming part of the WMCA’s wider ‘accountability and scrutiny framework’, the Deeper Devolution Deal also introduced the new idea of the region’s Members of Parliament scrutinising the Mayor in four public sessions a year covering the performance and strategic direction of the WMCA. These are completely new arrangements, the details of which have not yet been formulated, and so the report to the October committee will provide further clarity as it emerges. Similar to the scrutiny protocol though, officers of the WMCA are working closely with the Department for Housing, Levelling Up & Communities to help shape these MP Q&A events to ensure that they add value to the wider governance and accountability of the WMCA, whilst ensuring that there is no duplication of the critical role members of this committee play in exercising overview and scrutiny of the WMCA’s decision makers.

6. Conclusions

- 6.1 This is a period of significant change and growth for overview and scrutiny within the WMCA and across institutions with devolved powers within England. Announcements from the Government over the last six months have clearly indicated that it expects combined authorities to strengthen the role of strong, independent overview and scrutiny within its decision making and performance reporting arrangements. This committee, working alongside the Overview & Scrutiny Committee and the Audit, Risk & Assurance Committee, will help shape the new arrangements and meet the expectations placed on it by the Government and the wider public of the region. In doing so over the course of the coming year, members of the committee will be playing a key role in delivering on the WMCA's Deeper Devolution Deal and meeting the commitment given when the deal was announced in March:

The Government and the WMCA agree that implementation of these scrutiny arrangements, and adherence to the scrutiny protocol, is a vital part of the implementation of the full range of commitments in the devolution deal.

7. Strategic Aims and Objectives

- 7.1 Whilst the provisions of the Deeper Devolution Deals impact on all of the WMCA's corporate aims, securing and implementing the deal specifically relates to the following aims:

Aim 5 - Securing new powers and resources from central government.

Aim 6 - Developing our organisation and our role as a good regional partner.

8. Financial Implications

There are no direct finance implications arising out of this report.

9. Legal Implications

The WMCA will comply with the legal implications required by the devolution deal in respect of overview and scrutiny.

6. Single Assurance Framework Implications

There are no direct implications for the Single Assurance Framework arising out of this report.

7. Equalities Implications

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

8. Inclusive Growth Implications

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

9. Geographical Area of Report's Implications

The Transport Delivery Overview & Scrutiny Committee comprises members from across the constituent and non-constituent authorities participating within the WMCA.

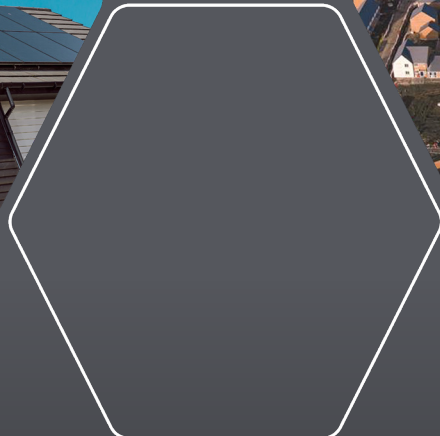
10. Other Implications

There are no other direct implications arising out of this report.

11. Schedule of Background Papers

[West Midlands Combined Authority Trailblazer Deeper Devolution Deal](#) - 15 March 2023
[English Devolution Accountability Framework](#) - 16 March 2023

Delivering a Deeper Devolution Deal for the West Midlands



Introduction

The West Midlands is embarking on a new phase of devolution – ending the ‘begging bowl’ culture by bringing greater investment, control over investment and powers to the region.

This landmark deal, estimated to be worth in the region of £1.5bn, will reboot the economy, provide vital housing, jobs and skills, bolster our existing strengths in transport and Smart City Region innovation, and drive our net zero ambitions – generating economic growth and levelling up outcomes for all our residents and communities.

Background

In February 2022, Government announced, in its Levelling Up White Paper, new devolution deals for the West Midlands, along with Greater Manchester. Since then, the region and its partners have been working closely with Government to secure the best deal for the region, its economy and its communities.

This offer of greater devolution is built on the region’s previous deals in 2015 and 2017, and the West Midlands’ track record in realising a tenfold increase in transport investment, delivering transformation of the region’s skills performance and pioneering new approaches to brownfield development and zero carbon homes. The Deal recognises the point that the WMCA has lacked the key levers and flexibility to ‘unleash the potential of devolution’, and goes on to address this through a range of new powers, responsibilities and resources.

The Deal is established on the key principles that new powers and funding should sit at the lowest feasible level of governance and that they should be drawn down from government and ‘double-devolved’ where appropriate and not drawn up from local authorities. When referring to WMCA as the decision-making body in this briefing note, it means those members appointed by the seven constituent councils and the Mayor.



Executive Summary

The Deeper Devolution Deal will maximise the WMCA's current role and responsibilities and revolutionise how Government funding is implemented – providing the tools to deliver more inclusive growth. Many of the offers are 'firsts' for regional devolution.

- A commitment towards a **Single Funding Settlement**, where for the first time, a region will be treated as if it were a government department, enabling the region to prioritise, target and decide how funding is spent in key areas from the next spending review onwards.
- A landmark housing deal worth **up to £500 million** – with flexibilities around deployment for regenerating brownfield land, a route to full devolution of Affordable Housing Programme funding, and the West Midlands leading a pioneering new approach to maximising Government land assets.
- Fiscal devolution, including committed **10-year retention of business rates** – worth an estimated £45 million a year to the WMCA and its partner authorities.
- The ability to designate **Levelling Up Zones** – priority areas identified jointly by the WMCA and its partner authorities that will attract 25-year business rates retention, to accelerate growth, development and regeneration.
- Commitment to devolving **retrofit funding** (from 2025) – providing certainty and consistency that will build confidence in the marketplace, enable the region to prioritise its allocations, and accelerate the delivery of warmer homes and net zero targets.
- Empowering the region's **transport** transformation through devolution of bus service operator grants and a new partnership with Great British Railways, and the world's first 'regulatory sandbox' to enable the region to test and develop cutting-edge transport solutions.
- Greater responsibility and oversight of post-16 and post-19 **education and skills**, and over careers advice, and the establishment of a unique partnership with Department for Work and Pensions to target employment support.
- A stronger role in supporting **business productivity, trade and investment and innovation**, through influence of some of the key national levers of funding and policy development.
- Measures to boost **digital inclusion** including high speed broadband connectivity across the region and a £4 million fund for devices and data.
- Recognition of, and resources to support, the region's **environmental, energy and net zero** ambitions.

The Details of the Deal

Governance and Accountability

With greater powers comes greater accountability, and Government has set out its expectations around the measures the region should put in place to receive this new, Deeper Devolution Deal.

Unless otherwise stated, functions will be devolved through the Local Democracy, Economic Development and Construction Act 2009, and need to be accepted by WMCA under its constitution and local governance processes.

It will be held accountable through the Local Government Accountability Framework, English Devolution Accountability Framework and enhanced scrutiny measures. In addition, the Mayor and WMCA will be expected to present to Parliamentary Select Committees as requested, in conjunction with Mayor's Question Time and quarterly engagement with West Midlands MPs.

Fiscal Devolution, Funding and the Single Settlement

The commitment to **10-year Business Rates Retention** across the region is estimated to be worth £450m over the period and will drive confidence in public sector borrowing, de-risk investment modelling and accelerate delivery. It will also remove the uncertainty of the current

pilot scheme, boosting public financial sustainability and local authority spending power.

Through its '**Single Settlement**', the Government commits to giving WMCA single capital and revenue funding certainty, equivalent to government departments – increasing regional autonomy and the ability to prioritise decisions locally in the areas of:

- local growth and place
- local transport
- housing and regeneration
- adult skills
- housing retrofit

These settlements will cover an entire spending review period.

In addition, Government has committed to a **£25m capital fund** to support business decarbonisation, culture, environmental programmes and the West Midlands' Smart City Region initiative.



Transport

Building on the West Midlands' strengths in transport innovation, as the country's first future transport zone, and its close partnership working with Government, the Deeper Devolution Deal provides:

- A pioneering Local Transport Plan approach which embeds 'quantifying carbon reductions' (QCR);
- Leading a collaborative research and learning programme through an 'influencing transport lab' (ITL);
- Establish a 'regulatory sandbox' to boost global investment and cluster growth, and test new innovations to inform national policy;
- Devolution of the Bus Service Operators Grant to improve services and incentivise net zero transition;
- Closer partnership with Great British Railways to deliver a rail service closer to the standards of London;
- Additional £60m to Wednesbury-Brierley Hill Metro extension
- Supporting development of the region's ambitious Very Light Railway scheme in Coventry.

Additionally, and separately to the Deal, there is a future funding commitment for round 2 of the City Region Sustainable Transport Settlements, from 2027, to support major transport infrastructure projects.

Housing, Land and Regeneration

A **£100m Single Regeneration Fund** will be deployed flexibly across the region, and for the first time, brownfield land funding will support commercial, employment land and mixed-use development, as well as delivering 4,000 homes.

The commitment of up to **£400m Affordable Housing Programme ('AHP')** funding to the region, and greater influence over affordable housing delivery and strategy acts a precursor to full devolution of the AHP, worth billions of pounds in funding, to the region from 2026 – the first time this has happened outside Greater London.

In another 'first', for any Combined Authority, WMCA will be involved in decisions on major UK **government land** disposals and reconfiguration – driving regeneration and unlocking private investment through repurposing and redeveloping publicly owned land.

The region will also be able to designate '**Levelling Up Zones**': priority areas that would benefit from enhanced and targeted fiscal measures. These 'growth zones' will attract 25 year Business Rates Retention (with no reset) with the six zones being considered for inclusion:

- East Birmingham North Solihull Corridor (including UK Central)
- Wolverhampton Corridor (incl. Green Innovation Corridor & University of

Wolverhampton's National Centre for Sustainable Construction)

- Walsall Growth Corridor
- Dudley Metro Corridor [x 2] (Sandwell Zone from Wednesbury to Birmingham Road, Tipton; Dudley Zone from Dudley to Brierley Hill)
- Coventry and Warwickshire Gigafactory Levelling Up Zone

Additionally, and separate to the Deal, the region has been invited to submit a proposal for one Investment Zone under the Government's new programme which seeks to maximise innovation and growth corridors.

Skills and Employment Support

Further areas of **post-19 education and skills** will be devolved to WMCA along with greater oversight of **post-16 technical education** and skills, and careers, including a crucial role to ensure the local skills system responds to the Local Skills Improvement Plan ('LSIP'). This will include, from the next Spending Review, greater devolution of non-apprenticeship adult skills functions and funding, and greater freedoms around Free Courses for Jobs and Bootcamps. WMCA will also become the 'central convenor' for **careers advice** in the region, working closely with Government to ensure provision meets the economic needs of the West Midlands.

Alongside establishing a Regional Labour Market Partnership Board, WMCA will be

able to co-design contracted **employment support programmes** with DWP to ensure they are the aspirations of the region, supported by enhanced data-sharing agreements.

Business Productivity and Innovation

WMCA will adopt a new role in integrating and promoting **business support services** across the region – powered by a new Strategic Productivity Partnership with departments across Government, greater involvement in the governance of the British Business Bank's UK funds, and collaboration with the UK Investment Bank on commercial arrangements for infrastructure finance.

Building on the West Midlands' participation in the £100m Accelerator funding, through a Strategic Innovation Partnership WMCA will be able to present regional innovation opportunities to inform UKRI's future funding strategies – working collaboratively to bolster **regional R&D growth** and pilot new initiatives, such as the UK Further Education Innovation Fund, place-based knowledge transfer programmes, and public procurement flexibilities.



Trade and Investment

The Department for Business and Trade ('DBT') will recognise the West Midlands Growth Company as the lead agency for investment in the region and work with them to develop a **WM International Strategy**, enhance data sharing routes and undertake a review of key account management with the region's major employers.

DBT will also support WMCA to boost West Midlands' presence in **trade missions** and dedicate support from the UK Export Academy to increase trade opportunities.

Net Zero and Environment

From 2025, Government will pilot with the West Midlands the **devolution of housing retrofit funding**. This will remove uncertainty and inefficiencies in the existing funding system and inform future models for Government net zero funding.

There is recognition of the region's involvement in wider **energy system management and planning**, and responsibility for heat zone designation, energy efficiency advice and attracting private sector finance. In addition, funding from the £25m capital pot is anticipated for **industrial decarbonisation** programmes for regional businesses, **natural environment finance** models and **air quality** monitors to support the region's wider environment and net zero ambitions.

Digital and Data

The Department of Science and Technology ('DSIT') will work proactively with WMCA through a **Digital Infrastructure Leadership Group** to accelerate broadband roll-out and connectivity, and through a £4m fund, provide 20,000 devices to boost **digital inclusion**.

Government will agree a new Data Partnership with WMCA, which will streamline WMCA's negotiations with individual government departments over access to specific datasets and support timely access to data particularly around: skills, careers and labour markets; business support, trade and investment; and energy and climate resilience.

Alongside this, Government will work with WMCA and its public body partners across the region to improve routes for data-sharing to enable WMCA to undertake regional analysis of data to better inform strategic decision-making locally.

Culture, Social Economy and Tourism

To maximise the Commonwealth Games Legacy Fund, a new **Regional Culture and Heritage Framework** will seek to align and maximise funding from arm's length bodies, including opportunities for co-investment and greater collaboration. Local authorities will be closely involved in the development of the Framework and continue to engage directly with funding bodies.

Recognising WMCA's commitment to double the size of the social economy, Government will work with the Combined Authority to develop a pioneering **Social Economy Accelerator Programme** and Growth Fund.

DCMS and Visit England will work with WMCA and WMGC to create England's second **Destination Development Partnership pilot** and the associated merits of establishing WMGC as a Local Visitor Economy Partnership ('LVEP').

Public Service Reform

Government and WMCA will agree a new formal duty on WMCA to improve public **health** – concurrent with local authorities and neither superseding, or being subservient to, existing duties. Through this, they will explore how best to use their collective resources and expertise to develop innovative solutions to shared prevention and population health priorities, and lead regional initiatives like an exemplar region for disabled people. Innovations include AI labs, predictive analytics and machine learning, and shared care records, building on the West Midlands' Smart City Region strengths, and supported by in-principle funding through the £25m allocation mentioned above. This will need further development at the implementation stage before being finally approved.

In addition...

Government will also collaborate with the West Midlands on other key priorities:

- A newly formed Ministerial Housing Strategy Group will work with WMCA to pilot new schemes to address **Homelessness** – enabling better standards and outcomes for residents, and exploring new models such as locally designed rent simplification for young people.
- Working closely with WMCA and its local authority partners to pilot and test new initiatives in **Early Years** – building on existing work within the region and aligning with national priorities.
- A new West Midlands Fast Stream pilot will set a blueprint for establishing long-term career pathways by delivering a pipeline of civil service talent and skills in the region, complementing Government's **Places for Growth** commitment to relocate 2,100 roles to the West Midlands by 2025.

Please note that the Devolution Deal will be subject to ratification with each local authority, and we are working closely with officers and leaders in that process.

This briefing note is a summary of the Deal only and is not intended to be exhaustive.

The full Devolution Deal can be accessed through the gov.uk website.



Transport Delivery Overview & Scrutiny Committee

Date	4 September 2023
Report title	Deeper Devolution Deal - Transport Implementation Plan
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive	Anne Shaw, Executive Director, Transport for West Midlands Email: anne.shaw@tfwm.org.uk
Accountable Employee	Adam Harrison, Principal Policy & Strategy Officer, Transport for West Midlands adam.harrison@tfwm.org.uk
Report has been considered by	TfWM Strategy Board – 3 rd July 2023

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Note the Deeper Devolution Deal agreement between the WMCA and government, and its implications for the future transport system.
- (2) Consider and provide feedback on the transport implementation plan and agree to receive six monthly progress reports.

1. Purpose

- 1.1 To provide members with an overview of the Deeper Devolution Deal between the WMCA and government and its Transport Implementation Plan.

2. Background

- 2.1. On Wednesday 15 March 2023, the WMCA agreed a new trailblazing Deeper Devolution Deal (DDD) with government.
- 2.2. The deal secured wider ranging powers and a budget windfall in excess of £1.5 billion to level up the region. The deal document sets out the terms of the deal agreed between the government and the WMCA, with a new landmark approach to devolution.

2.3. Overall deal highlights: -

- A **Single Funding Settlement**, where, along with Greater Manchester, we will be treated as if the CA were a government department, enabling the region to prioritise, target and decide how funding is spent in key areas.
- **Empowering the region's transport transformation** through devolution of bus service operator grants and a new partnership with Great British Railways, and the UK's first transport sandbox to enable the region to test and develop cutting-edge transport solutions.
- **A landmark housing deal worth up to £500 million** – with flexibilities around deployment for regenerating brownfield land, a route to full devolution of Affordable Housing Programme funding, and the West Midlands leading a pioneering new approach to maximising Government land assets.
- Fiscal devolution, including **100% business rates retention over 10 years** – worth an estimated £450 million to the WMCA and local authorities.
- **Up to Six Levelling Up Zones** – priority areas identified by local decision makers that will attract 25-year business rate retention, to accelerate growth, development and regeneration.
- **Commitment to devolving retrofit funding (from 2025)** – providing certainty and consistency that will build confidence in the marketplace, enable the region to prioritise its allocations, and accelerate the delivery of warmer homes and net zero targets.
- Further influence over key policy areas such as **skills, careers, employment support and digital inclusion**. This will give local decision-makers more freedom and flexibility to support people into work, attain better skills and improve their quality of life.
- **Greater influence over business and innovation policy**. This includes areas such as inward investment and international trade, the next round of British Business Bank UK investment funds, and the formation of a unique Strategic Productivity Partnership with Government.

Transport commitments

- 2.4. The Deal builds on significant transport powers and funding from the previous two devolution deals (2015 and 2017). The Deal commitments are intended to provide further autonomy to the WMCA to establish itself as a leader in transport innovation in the UK and improve the transport offer to its citizens.
- 2.5. A lesson learnt from the two previous deals is that close partnership working with DfT and local effort and commitment is needed to ensure that offers made in the Devolution Deal are turned into actions that improve the transport system for residents and business in the West Midlands, hence the need for a mechanism to monitor progress and escalate issues as and when required.
- 2.6. Importantly, the transport elements support the delivery of our Local Transport Plan (LTP) outcomes to **level up accessibility, electrify transport and reduce traffic**.
- 2.7. On transport infrastructure, there is a welcomed future funding commitment for round 2 of the City Region Sustainable Transport Settlements, which will come online from 2027. There was also positive news in the immediate term, with an additional £60m which is expected to act as a springboard for delivery of the Metro extension between Dudley town centre and Brierley Hill. This was subject to a separate funding approval of funding for the full phase 2 by the WMCA Board on 16 June 2023.

2.8. Building on the West Midlands' strengths in transport innovation, as the country's first future transport zone, and its close partnership working with government, the deal provides: -



Transport Implementation Plan

- 2.9. WMCA Board on 16 June 2023 approved the commencement of a statutory governance review into the proposal for the Secretary of State to devolve the payment of Bus Service Operators Grant to WMCA as a Mayoral function. The governance review and scheme is planned to be considered and endorsed by each constituent authority by the 30 September 2023. On 13 October, WMCA Board will be asked to unanimously agree to submit the final review and scheme to the Secretary of State and request that a draft statutory order be prepared. The Board will also be asked to ratify the whole deal at the same meeting.
- 2.10. TfWM has already mobilised its internal resources to further develop and deliver the transport elements of the deal, and this is supported by the implementation plan. This plan will coordinate delivery across TfWM, and to collaborate with other CA directorates, local authority partners and government. TfWM has also established a working relationship with the Department for Transport's (DfT) Devolution Division to discuss deal progress and deliver on deal commitments. TfWM's Policy and Strategy Team are leading these negotiations with DfT.
- 2.11. Implementation plan progress is being overseen and monitored quarterly by TfWM's Strategy Board and Strategic Transport Officers Group (STOG). The implementation plan is set out in Appendix A.

3. Strategic Aims and Objectives

3.1. 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.

- 4. Reduce carbon emissions to net zero and enhance the environment
- 5. Secure new powers and resources from central government
- 6. Develop our organisation and be a good regional partner.

- 3.2. TfWM has invested heavily in our network since the first devolution deal was agreed. However, the pandemic has shifted patterns and behaviours, with patronage remaining below pre-pandemic levels. The bus industry, in particular is facing acute challenges.
- 3.3. The deal gives the region a greater set of tools to face these challenges and create an integrated transport system that is fit for the future.

4. Financial Implications

- 4.1. A key principle of Devolution Deal negotiations was that WMCA would not accept any additional powers or accountabilities that cannot be either accommodated within existing resources or came with new funds to support them.
- 4.2. As outlined above, the majority of the commitments already have committed resource and funding to enable these to progress. There are some commitments that require further scoping work and discussions with DfT and other partners to fully understand the requirements and financial implications. As these develop there will need to be discussions around the requirements and funding source.
- 4.3. It is noted that some elements of funding may need to be fed into discussions on the single settlement due to be implemented from 2025/26.

5. Legal Implications

- 5.1. The devolution of the statutory function of administering Bus Service Operators Grant under section 154 (1) of the Transport Act 2000 will require a statutory Order. The process for this is for WMCA to carry out a governance review and develop a scheme to demonstrate that the devolution of this function will improve the efficiency and effectiveness of the delivery of this service. This scheme will then be submitted to the Secretary of State for consideration. The making of the Order will require the consent of each of the 7 Constituent Authorities and also a unanimous vote of their Members present and voting at the WMCA Board.
- 5.2. The other proposals set out in the Deeper Devolution Deal will require further legal consideration as they are progressed particularly in relation to procurement.

6 Equalities Implications

- 6.1. The WMCA is committed to improving diversity, equality and inclusion. As individual schemes and programmes are developed, they will be subjected to detailed Equality Impact Assessments to demonstrate and quantify the implications on our diverse communities across the West Midlands.

7. Inclusive Growth Implications

- 7.1. The implementation of the Deeper Devolution Deal Transport Implementation Plan will have implications for all eight fundamentals of the West Midlands Inclusive Growth Framework. We will use the greater control over investments and powers to the region to generate inclusive and sustainable economic growth for all our residents and

communities. As detailed schemes and programmes are developed, a full consideration of the inclusive growth implications will be made in line with the Local Transport Plan.

8. Geographical Area of Report's Implications

- 8.1. The report applies to the constituent WMCA area. However, TfWM and DfT have committed to work together to identify any cross-boundary bus service issues in regard to the future devolution of commercial BSOG.

9. Other Implications

- 9.1. N/A.

10. Schedule of Background Papers

Appendix A: Transport Implementation Plan.

WMCA Board 16/06/2023 [Deeper Devolution Deal - Statutory Processes.](#)

Appendix A

Inclusive Growth Fundamental: Connected Communities

Exec Lead: Anne Shaw

Rail

What will the deal achieve? The deal will lead to a partnership agreement between West Midlands Rail Executive (WMRE) and Great British Railways (GBR). This will enhance local accountability and influence over the regional rail network. It will give the ability to influence rail planning with our local growth and social priorities, better integrate rail with other modes of transport and support the roll out of integrated smart ticketing.

What will be delivered? A new partnership agreement between WMRE and GBR and a pilot for fully integrated fares and ticketing – through Swift on Rail Pay As You Go (via Swift Go). The partnership agreement will be approved through the WMRE Board, chaired by the Mayor (as WMCA representative). Local authority representatives are also on the WMRE Board.

There are some uncertainties whether GBR and wider transport reforms will make it into the 4th Parliamentary session/Autumn King's Speech.

Infrastructure and planning

What will the deal achieve? The deal will drive further investment in the regional transport network, alleviate cost pressures on existing schemes and support regional transport planning. This is additional to the announcement of a further round of funding through the City Region Sustainable Transport Scheme (CRSTS).

What will be delivered? £60m of additional funding towards the Wednesbury to Brierley Hill Metro Extension and additional transport planning resources for the Combined Authority implement new data and analytical tools. STOG is supporting the development and oversight of relevant business cases, with strategic decisions taken by the Combined Authority Board. Coventry City Council is leading the development of very light rail infrastructure, working closely with TfWM and DfT.

Buses

What will the deal achieve? The deal: hands more power to the region over payments to bus operators and commits to investigate additional powers to tackle anti-social behaviour on the transport network.

What will be delivered? Devolution of the Bus Services Operator Grant (BSOG) to WMCA. STOG will test and refine advice that is provided to DfT on the design of the BSOG scheme and its appropriate boundaries. The BSOG Governance Review and Scheme is provided alongside this document for local authority feedback and will be approved at WMCA Board in October 2023. We await a DfT consultation on reforms to BSOG, which is scheduled for autumn/winter 2023.

TfWM are close to agreeing enhanced responsibilities for Transport Safety Officers (TSO) to tackle anti-social behaviour on the bus vehicles (working closely with operators) and we are

assisting national government with the implementation of its anti-social behaviour action plan and the national trialling of TSO's in England.

Transport planning and innovation

What will the deal achieve? The deal will enable the region to test and demonstrate new, innovative technologies to drive behaviour change in transport usage, including through low-emission and autonomous vehicle trials. This includes a Transport Sandbox, a pioneering Local Transport Plan approach which embeds quantifying carbon reductions (QCR) and delivering an influencing transport lab (ITL).

What will be delivered? Funding and sponsorship from the Department for Transport to develop proposals and evidence. TfWM has recently consulted on a refreshed LTP and 6 Big Moves. TfWM is also developing a LTP assessment framework which will embed the QCR approach. TfWM are awaiting the publication of updated LTP guidance and QCR guidance (anticipated during autumn 2023).

TfWM are also progressing technical transport sandbox use cases work programme with the DfT and local authority partners. TfWM are expecting a decision on a bid for Birmingham to host the 2027 World Intelligent Transport Systems Congress in October 2023.

STOG is supporting policy development, with strategic decisions taken by the Combined Authority Board.

Roads

What will the deal achieve? The deal commits government to work with the WMCA to explore opportunities for traffic officers on the KRN (building on Commonwealth Games successes) and government will also consider options for tackling pavement parking issues, including exploring appropriate powers for mayoral combined authorities and their constituent authorities.

What will be delivered? TfWM is exploring external consultancy support for the development of detailed options for a traffic/transport officer service. Whilst we await a response from government on the 2020 consultation on pavement parking enforcement and future national legislation, TfWM is beginning to engage with local authority partners. We plan to use a similar model for Moving Traffic Contravention powers enactments, where we would build a business case based on an understanding of the scale of pavement parking, key locations and its implications to inform delivery.

STOG is supporting policy development, with strategic decisions taken by the Combined Authority Board.

Indicative delivery programme

	May	June	July	August	September	October	November	December	2024	2025	
Rail	Negotiate MoU with GBR					Design pilot operating model			Begin Pilot		
									Full Partnership begins		
Innovation	VLR options appraisal				SOBC production						
	VLR concept designs on East Bham/N Solihull corridor										
	Prepare use cases and then for operation of passenger carrying automated service										
	Trial with Coventry CC on DRT										
Buses				LA feedback on Governance Review and Scheme							
				DfT prepare statutory instrument			Statutory process managed by DfT				
	Submit advice on ASB to DfT										
Inf Funding			Re-baseline CRSTS finances								
			Revise WBH Business Case				Expected Govt approvals				



Transport Delivery Overview & Scrutiny Committee

Date	4 September 2023
Report title	Member Engagement Groups - Progress Report
Scrutiny Champions	Air Quality, Congestion & Environmental Impact - Councillor Ian Ward Finance & Performance - Councillor Pervez Akhtar Passenger First - Councillor Mary Locke Passenger & Road Safety - Councillor David Stanley Rail, Metro & Sprint - Councillor Tim Huxtable Sustainability & Active Travel - Councillor Martin McCarthy

Background

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 a new Transport Delivery Overview & Scrutiny 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.
2. Although the Member Engagement Groups are not decision making, they 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.

Future Arrangements Review

3. The MEGs were originally developed under the remit of the former Transport Delivery Committee, and were retained this year following a clear steer from members that they valued the role of MEGs in complementing and assisting the more formal parent committee.

4. However, given that the MEGs should now have a more clear overview and scrutiny (rather than delivery) focus, it is recognised that there would be value in members and officers agreeing a shared understanding of the remit and purpose of the MEGs, including how they might best report into the Transport Delivery Overview & Scrutiny Committee on a regular basis and help support this committee's work. It is expected that this work will be undertaken over the coming weeks and will report back to the next meeting of the committee on 30 October.

Member Engagement Groups Meeting Updates

5. An update from Member Engagement Groups that have met since the last meeting of the committee is set out below:

Rail, Metro & Sprint - 31 July (Councillor Tim Huxtable)

6. The Rail Metro & Sprint MEG met on Monday 31 July.

- **Highlights and Performance**

The group received presentations from representatives of all three modes covering operations and capital delivery. On rail, the group discussed the Midlands Rail Hub and the wider network connectivity benefits that would arise from its implementation.

On Metro, the group reviewed the operating key performance indicators and noted that Midland Metro Ltd were working internally to improve reliability, as too many services are turned short. On Metro extensions, the group received an update on all four projects: Wolverhampton, Wednesbury - Brierley Hill, Birmingham Eastside, and Birmingham Westside.

The corridor between Stourbridge and Brierley Hill was discussed, with members hearing that TfWM were developing a corridor study with input from local stakeholders such as PMOL (the current operators of the Stourbridge Town-Stourbridge Junction shuttle).

On Sprint, the group reviewed the key statistics for phase 1 to Walsall. This included evidence of average journey time reductions and improved customer satisfaction. An update was also provided on the Cross City bus project.

- **Challenges and Risks**

The group covered the ongoing station retail reforms and agreed to revisit this at a future meeting. The group noted that a decision on whether Midlands Rail Hub would be funded to final business case stage had still not been made by Government, with the hope of a determination in autumn 2023.

- **Recommendations**

The group recommended that a series of site visits be organised for the group to locations of interest across all three modes, including Camp Hill Line stations and an HS2 construction site. The latter would ideally be extended to all TDOSC members.

7. The next meeting of the Rail, Metro & Sprint MEG will be held on Monday 9 October.

Passenger & Road Safety - 16 August (Councillor David Stanley)

8. The Passenger & Road Safety MEG met on Wednesday 16 August.

- **Highlights & Performance**

Passenger Safety:

Year-to-date crime across the public transport network decreased to 10.1% compared to 22/23 figures.

Bus crime decreased during the past month with 364 crimes (8.7%).

Train crime decreased last month with 206 crimes (2.5%).

Metro crime decreased with 2 crimes last month (75%).

Anti-social behaviour: the number of incidents reported a decrease from 256 to 221 (13.7%).

There were 17.6m passenger journeys made by bus in the last month, approximately 4.9m train passenger journeys and 670,000 tram passenger journeys.

Road Safety:

A report on the Refreshed Regional Road Safety Strategy would be taken to September's WMCA Board. The report was shared and next steps to be discussed in October's meeting.

- **Challenges & Risks**

Long-term funding for Transport Safety Officers, post-2025.

- **Recommendations**

There were no direct recommendations to TDOSC arising out of the meeting. Kerry Blakeman (Head of Security & Policing) extended an invitation to TDOSC to visit the CCTV Suite and the Regional Transport Co-ordination Centre.

9. The next meeting of the Passenger & Rail Safety MEG will be held on Monday 9 October.

Air Quality, Congestion & Environmental Impact - 22 August (Councillor Ian Ward)

10. The Air Quality, Congestion & Environmental Impact MEG met on Tuesday 22 August.

- **Highlights & Performance**

The group considered an overview paper on air quality and the West Midlands. This covered the importance of air quality, the main pollutants of concern for TfWM - PM2.5 (fine particles) and NO2, national legal targets and current West Midlands performance, national, regional and local policy and strategy, key areas of TfWM work to improve air quality and current issues.

The group also considered a presentation on the West Midlands Local Transport Plan (LTP5) and on bus network congestion and bus vehicle emissions.

The group noted its terms of reference without any amendments.

- **Challenges & Risks**

The group highlighted the importance of national policy direction for local air quality improvements, the need for political support to achieve mode shift to public transport, cycling and walking and the need for consensus on the scientific evidence base which informs air quality policy and strategy.

- **Recommendations**

The group agreed a 2203/24 workplan based on understanding West Midlands local authority approaches to reduce NO2 and PM2.5 emissions, a presentation on bus strategy to increase mode share, including the role of Demand Responsive Transport, a presentation from University of Birmingham WM-Air on recommendations to improve public health through better air quality, the role of green infrastructure, and regular updates on West Midlands Local Transport Plan development and TfWM work towards achieving a 100% Euro VI West Midlands bus fleet.

11. The next meeting of the Air Quality, Congestion & Environmental Impact MEG is to be arranged.

Finance & Performance - 22 August (Councillor Pervez Akhtar)

12. The Finance & Performance MEG met on Tuesday 22 August.

- **Highlights & Performance**

New members of the group were welcomed, and the importance of attendance was emphasised. The terms of reference for the MEG were reviewed but it was agreed that these would need to be reconsidered once the Chair and Scrutiny Champions had met to discuss the role of MEGs.

The workplan of the committee for the year was discussed. It was agreed that transport element of the Medium Term Financial Plan, bus delivery options and performance reporting would all be items for future meetings as these represented key areas where the group could support TDOSC with specific finance understanding.

- **Challenges & Risks**

The risk around the Medium Term Financial Plan in relation to transport revenue was highlighted and agreed as an important issue for members to be aware of in relation to transport finances. Members noted the £26m budget gap on transport operations for 2024/25 highlighted in the July WMCA Board report.

The continued risk around bus funding and the risk to the network was also noted.

13. The next meeting of the Finance & Performance MEG is to be arranged.

Passenger First - 23 August (Councillor Mary Locke)

14. The Passenger First MEG met on Wednesday 23 August.

- **Highlights & Performance**

Members were made aware of changes to the senior management team at National Express Bus, with David Bradford and Chris Gibbens both now having left. TfWM's main contact at National Express Bus is now Antony Goozee, which does provide some continuity.

- **Challenges & Risks**

Members were concerned that that changes and potential instability at National Express may have implications for the security of the West Midlands bus network.

As at the time of the meeting TfWM were still awaiting approval from the DfT for the repurposing of some of the Bus Service Improvement Plan (BSIP) funding to network support, which aims to secure the majority of bus services until the end of 2024. Once this approval is received, we then have to go through subsidy control (previously state aid law) this is an 8–10-week process, during which no payments to operators can be made. Members expressed concern that we are in a limbo period. The Government have previously given an assurance that Ministers were able to sign off these during the summer recess.

The group was made aware that there is potential for industrial action by drivers at Stagecoach, operating a large number of bus services in Coventry and a number of services in Birmingham and Solihull. Unions have given notice of intention to strike from Tuesday 5th September. Talks are ongoing to hopefully avoid this, but Stagecoach are working up their operational plan as to how the strikes are mitigated, including providing an alternative network of services that they can operate in the event of the strike going ahead.

Members expressed concern that the TfWM website was not being kept up to date, with several pages out of date and lacking information on current important items, such as the West Midlands Bus Passenger Charter and information on the railway station ticket office consultation.

- **Recommendations**

No recommendations were made at the meeting of this Member Engagement Group.

15. The next meeting of the Passenger First MEG will be held on Wednesday 18 October.

Sustainability & Active Travel - 5 September (Councillor Martin McCarthy)

16. The first meeting had to be delayed during the months of July and August and will be held on Tuesday 5 September. This was the first available date the MEG was able to meet.

Strategic Aims and Objectives

Whilst a robust and effective overview and scrutiny function impacts on all of the WMCA's corporate aims, there is a direct link to the following:

Aim 5 - Securing new powers and resources from central government.

Aim 6 - Developing our organisation and our role as a good regional partner.

Financial Implications

17. There are no direct finance implications arising out of this report.

Legal Implications

18. Overview and scrutiny is a statutory function of the WMCA and the activity highlighted within this report contributes towards meeting this responsibility.

Single Assurance Framework Implications

19. There are no direct implications for the Single Assurance Framework arising out of this report.

Equalities Implications

20. There are no direct equalities implications arising out of this report.

Inclusive Growth Implications

21. There are no direct inclusive growth implications arising out of this report.

Geographical Area of Report's Implications

22. The Overview & Scrutiny Committee comprises members from across the constituent and non-constituent authorities participating within the WMCA.

Other Implications

23. There are no other direct implications arising out of this report.

TRANSPORT DELIVERY OVERVIEW & SCRUTINY COMMITTEE WORK PROGRAMME: OCTOBER 2023 – FEBRUARY 2024

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Members Workshop: Transport Policy Matters		October TBC			
Portfolio Lead Member for Transport Question Time: Transport Policy Matters		October TBC			
English Devolution Accountability Framework – Scrutiny Protocol	To consider the Governments Scrutiny Protocol, implications and proposed changes	30 October	Consider	Dan Essex Sophie Waddington	No
West Midlands Rail Fares Reform Proposals	To consider the proposals being developed to simplify and improve aspects of the rail fares and ticketing system.	30 October	Consider	Tom Painter	Yes
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	30 October	Consider	Lyndsey Roberts	No
Financial Monitoring Report	To consider the latest financial position	30 October	Consider	Kate Taylor	No
Pre-Decision Scrutiny: Local Transport Plan	To consider and comment on the draft area strategy and implementation plan(s)	11 December	Consider	David Harris	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Pre-Decision Scrutiny: Bus Delivery Options	To consider the latest position regarding bus delivery options including the franchising assessment	11 December	Comment	Pete Bond	No
Ring and Ride Operating Model	To review and comment on the work undertaken in relation to the Ring and Ride new operating model	11 December	Review	Steve Hayes	No
Member Engagement Groups -Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	11 December	Consider	Lyndsey Roberts	No
Financial Monitoring Report	To consider the latest financial position	11 December	Consider	Kate Taylor	No
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	22 January	Consider	Lyndsey Roberts	No
Financial Monitoring Report	To consider the latest financial position	22 January	Consider	Kate Taylor	No
Member Engagement Groups -Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	26 February	Consider	Lyndsey Roberts	No
Financial Monitoring Report	To consider the latest financial position	26 February	Consider	Kate Taylor	No



West Midlands Combined Authority

Forward Plan

Forthcoming key decisions

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Portfolio Lead	Employee to contact:
Regional Activity & Delivery Update To provide an update on recent activity of the WMCA.	WMCA Board 15 September 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
Appointment of WMCA Returning Officer 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
Financial Monitoring Report To provide a summary of the WMCA's financial position as at 31 July 2023.	WMCA Board 15 September 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	Beverly Sullivan Financial Planning and Coordination Manager
Business Energy Assessment Service To approve funding previously considered by Investemnet Board.	WMCA Board 15 September 2023	Open	Councillor John Cotton Environment, Energy & HS2 Portfolio Lead	
Refreshed Regional Road Safety Strategy Launch Refreshed Regional Road Safety Strategy Launch	WMCA Board 15 September 2023	Open	Councillor Mike Bird Transport Portfolio Lead	Darren Divall Regional Road Safety Manager
City Region Sustainable Transport Settlement 1 Re-basing Application To approve any proposals to re-base the CRSTS1 programme for submission to the Department for Transport.	WMCA Board 15 September 2023	Open	Councillor Mike Bird Transport Portfolio Lead	Mike Waters Director of Policy, Strategy and Innovation - TfWM

<p>Economic Growth Board - Terms of Reference To consider the revised terms of reference of the Economic Growth Board.</p>	<p>WMCA Board 15 September 2023</p>	<p>Open</p>	<p>Economy & Innovation Portfolio Lead</p>	<p>Jonathan Skinner Head of Economic Policy and Partnerships</p>
<p>Regional Activity & Delivery Update To provide an update on recent activity of the WMCA.</p>	<p>WMCA Board 13 October 2023</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Laura Shoaf Chief Executive of the West Midlands Combined Authority</p>
<p>Deeper Devolution Deal To ratify the Deeper Devolution Deal</p>	<p>WMCA Board 13 October 2023</p>	<p>Open</p>	<p>Councillor Sharon Thompson Levelling Up Portfolio Lead</p>	<p>Ed Cox Executive Director of Strategy, Integration & Net Zero</p>
<p>Air Quality Framework 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 & Energy Board.</p>	<p>WMCA Board 13 October 2023</p>	<p>Open</p>	<p>Councillor John Cotton Environment, Energy & HS2 Portfolio Lead</p>	<p>Jacqueline Homan Head of Environment</p>
<p>Regional Activity & Delivery Update To provide an update on recent activity of the WMCA.</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Laura Shoaf Chief Executive of the West Midlands Combined Authority</p>
<p>Homelessness Taskforce 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 & Governance, Head of Systems Change and Inclusion,</p>

Financial Monitoring Report To provide a summary of the WMCA's financial position as at 30 September 2023.	WMCA Board 17 November 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	Beverly Sullivan Financial Planning and Coordination Manager
Single Settlement To provide an update on the latest developments regarding the single settlement arrangements.	WMCA Board 17 November 2023	Open	Councillor Bob Sleigh Finance Portfolio Lead	
Bus Franchising Update To provide a further update on work to support the consideration of any future bus franchising decision.	WMCA Board 12 January 2024	Part exempt	Councillor Mike Bird Transport Portfolio Lead	Pete Bond Director of Integrated Transport Services
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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?

Page 55

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

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

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

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

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

Councillors or members of the public wishing to:

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

should contact the Governance Services team: governance.services@wmca.org.uk