



Transport Delivery Overview & Scrutiny Committee

Date: Monday 11 December 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 Mary Locke (Vice-Chair)	Birmingham 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 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 Ian Nellins	Shropshire Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Antony Tucker	Coventry City Council
Councillor Ian Ward	Birmingham City Council

Quorum for this meeting shall be 14 members.

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

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

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	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
3.	Chair's Remarks	Chair	None
4.	Minutes - 30 October 2023 (including action log)	Chair	1 - 10
5.	HS2: Cancellation of Phases 2a, 2b and HS2 East	Toby Rackliff	11 - 22
6.	Future Bus Policy Delivery Options - Update	Pete Bond	23 - 30
7.	Draft Safer Travel Plan 2024 - 27	Kerry Blakeman	31 - 38
8.	Financial Monitoring Report	Kate Taylor	39 - 46
9.	City Region Sustainable Transport Settlement – Quarter 2 Financial Year 2022/23	Carl Beet	47 - 60
10.	Member Engagement Groups – Progress Report	Chair	61 - 70
11.	Work Programme a) Transport Delivery Overview & Scrutiny Committee Work Programme b) WMCA Forward Plan	Lyndsey Roberts	71 - 82
Date of Next Meeting			
12.	Thursday 14 December at 2:00pm (Mayoral Q&A; Proposed Draft Budget) Monday 22 January 2024 at 1:00pm	Chair	None



West Midlands Combined Authority

Transport Delivery Overview & Scrutiny Committee

Monday 30 October 2023 at 10.00 am

Minutes

Present

Councillor John McNicholas (Chair)	Coventry City Council
Councillor Mary Locke (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton 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 David Stanley	Dudley Metropolitan Borough Council
Councillor Ian Ward	Birmingham City Council

In Attendance

Councillor Mike Bird	Walsall Metropolitan Borough Council
Dan Essex	Governance & Scrutiny Manager
Anne Shaw	Executive Director for Transport for West Midlands

Item No. Title

24. Inquorate Meeting

This meeting was inquorate and therefore decisions taken at the meeting would be submitted to the WMCA Board on 17 November.

25. Welcome and Introductions

The Chair welcomed the Portfolio Lead Member and members of the committee to the first question time for 2023/24 that would be focussing on transport policy and delivery related matters.

26. Apologies for Absence

Apologies for absence were received from Councillor Aqueela Choudhry (Sandwell), Councillor Amo Hussain (Walsall), Councillor Narinder Kaur Kooner (Birmingham), Councillor Saddak Miah (Birmingham), Councillor Josh O'Nyons (Solihull) and Councillor Alan Taylor (Dudley).

27. Opening Statement from the Portfolio Lead for Transport

The Portfolio Lead gave an introductory statement focusing on his vision for transport in the West Midlands, priorities for the year, transport funding and the CRSTS programme. The Hydrogen Bus Programme was also referred to and the need for cars to be considered when improving environmental impacts was highlighted.

28. Questions to the Portfolio Lead from Members of the Committee

The committee pursued a number of general lines of enquiry with the Portfolio Lead for Transport, including the local transport plan, bus operations the regional road safety strategy and customer communications.

The committee discussed the need for a phased approach to the implementation of the local transport plan, with a focus on good opportunities for public transport and input from Transport for West Midlands into all planning applications. The committee also discussed the shift in policy around the local transport plan, with the emphasis now on infrastructure for public transport. Councillor Mike Bird hoped for a change in government policy to reflect the different needs of the West Midlands region compared to London.

In response to a question from Councillor Ian Ward, it was confirmed that TfWM had 100 hydrogen buses on order, with 24 already ordered and the rest of the buses would be ordered when the business cases were approved. The committee agreed that hydrogen buses and electric vehicles were a promising technology, but there were still some unknowns that need to be addressed. TfWM was working with the industry to explore the possibilities.

With regards to bus services, the committee were open to exploring alternative ways for the provision of services in the West Midlands and were particularly interested in finding ways to reduce the reliance on National Express West Midlands.

The committee acknowledged the importance of reliability and real-time information in encouraging people to use public transport. Councillor Mike Bird explained that the WMCA was working to improve reliability through live communications and consultation with bus operators, as well as by improving the road network with bus lanes and other measures.

Demand responsive transport was discussed and whether the WMCA would consider using this method to improve reliability. The Executive Director for Transport for West Midlands confirmed that the local authorities, the WMCA and police were developing an action plan for the regional road safety strategy which would include monitoring and evaluation.

In response to a question from Councillor Emma Marshall, the Executive Director for Transport for West Midlands noted that the WMCA had been working on improving its website and feedback procedure. The WMCA was also looking to conduct a consultation that included the public to develop transportation priorities.

Resolved:

The following observations be shared with the WMCA Board and Portfolio Lead Member for Transport for consideration and response as appropriate:

(1) Bus Reliability

WMCA officers should consider applying pressure on operators to improve the technology on buses to encourage accurate and reliable real-time information.

(2) Demand Responsive Transport

The committee explored whether the WMCA would consider using a demand responsive transport system to improve reliability and agreed that a report be considered at a future meeting.

(3) Regional Road Safety Strategy - Action Plan

The committee expressed a wish to be kept apprised on the development of the Regional Road Safety Strategy action plan and agreed that a report be presented at a future meeting.

(4) Communications and Engagement

The committee considered that communication and engagement was an area that needed further review by the Transport Delivery Overview & Scrutiny Committee.

29. Closing Comments from the Portfolio Lead for Transport and Chair

Councillor Mike Bird thanked the committee for their hard work and dedication. He commended Councillor Ian Ward for his work as the previous Portfolio Lead for Transport.

30. Date of Next Meeting

Monday 30 October 2023 at 1.00pm and Monday 11 December 2023 at 1.00pm

The meeting ended at 12.00 pm.

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Transport Delivery Overview & Scrutiny Committee

Monday 30 October 2023 at 1.00 pm

Minutes

Present

Councillor John McNicholas (Chair)
Councillor Mary Locke (Vice-Chair)
Councillor Pervez Akhtar
Councillor Robert Alden
Councillor Timothy Huxtable
Councillor Carol Hyatt
Councillor Emma Marshall

Councillor Martin McCarthy
Councillor Barbara McGarrity
Councillor Steve Melia
Councillor David Stanley
Councillor Alan Taylor
Councillor Ian Ward

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

In Attendance

Anne Shaw

Dan Essex
Janna Simpson
Paula Higgins
Councillor Saddak Miah (joined by teams)
Mal Drury-Rose

John Hayes

Peter Sargant

Executive Director for Transport for West Midlands

Governance & Scrutiny Manager
Governance Services Officer
Head of Swift on Rail
Birmingham City Council

Executive Director (WMRE) and Director of Rail (TfWM)

Head of Bus, Integrated Transport Services

The Head of Rail Policy and Strategy

Item No.

31. Inquorate Meeting

This meeting was inquorate and therefore decisions taken at the meeting would be submitted to the WMCA Board on 17 November.

32. Apologies for Absence

Apologies for absence were received from Councillor Aqeela Choudhry (Sandwell), Councillor Amo Hussain (Walsall), Councillor Narinder Kaur Kooner (Birmingham), Councillor Josh O'Nyons (Solihull) and Councillor Alan Taylor (Dudley).

33. Minutes - 4 September 2023

The minutes were agreed as a correct record, subject to a minor amendment to minute no. 22 to reflect that Councillor Robert Alden requested that the committee received an update on the Rail Ticket Officers Closure Consultation.

34. Rail Ticket Office Closures

The Executive Director (WMRE) and Director of Rail (TfWM) presented a report to the committee on the status of the rail ticket office closure proposals made by the rail industry.

On 5 July 2023, 13 train companies contracted by the Department for Transport (DfT) launched a consultation on proposed changes to the way that tickets are sold at railway stations. These changes looked to move staff out of traditional booking offices and into the public areas of stations. The Head of Rail Policy and Strategy reported that, TfWM (through the wider regional response submitted by the West Midlands Rail Executive) responded to the consultation. TfWM recognised the need to modernise the way railway stations were managed and staffed, but they could not support the proposed closures due to insufficient information around how passenger needs would be met.

Councillors echoed their support for the WMRE/TfWM consultation response on the proposed rail ticket office closures, while raising their own concerns about the impact of the closures on passenger safety, security, and accessibility. The committee will receive an update on the consultation report from responses.

Recommended:

- (1) The update on rail ticket office closures be noted.
- (2) A report would be submitted to a future meeting providing further details on the on-going process.

35. Member Engagement Group Progress Reports

The committee considered a report from the Scrutiny Lead Members that provided an update on their respective areas.

Members discussed matters in relation to Diamond Bus services and the regional air quality framework. It was proposed that Diamond Bus should be invited to attend a briefing session with members of the committee to discuss performance. The Head of Bus, Integrated Transport Services and the Partnership Coordinator would notify Diamond Bus at the next meeting of the Bus Alliance.

[Councillor Tim Huxtable declared an interest in this item as a member of the Bus Alliance].

Recommended:

(1) The report was noted.

(2) The recommendation of the Air Quality, Congestion & Environmental Impact Member Engagement Group that the WMCA Board considered adopting, as part of development of the Regional Air Quality Framework, stretch targets which were more ambitious in terms of timescales and pollutant concentration targets than the Government's air quality targets, and which were closer to World Health Organisation targets for NO₂ and PM_{2.5} was supported.

36. Work Programme

The work programme was presented by the Governance & Scrutiny Manager. The chair requested that the work programme be aligned with the WMCA forward look in light of the additional items being proposed for the next committee.

Recommended:

The work programme be noted.

37. Exclusion of the Public and Press

Recommended:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following items of business as they were likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.

38. West Midlands Rail Fares Reform Update

The Head of Rail Policy and Strategy presented a report to the committee on the progress that is being made on rail fares reform in order to simplify the ticketing offer for rail passengers and support the implementation of the Swift on Rail programme.

The report highlighted the need for simplification and consistency in the current fares structure, which would be beneficial for all rail users; and proposed implementation of a PAYG solution on TfWM's Swift card. This would further simplify rail travel by allowing passengers to tap-in, tap-out and automatically be charged the best value fare for their journey. It was acknowledged that the proposed fare changes were complex but was argued that the downsides are outweighed by the benefits of a simplified and consistent fares structure.

Recommended:

- (1) That under the Trailblazer Deeper Devolution Deal, there was a commitment for the Great British Railways Transition Team, the Department for Transport and the WMCA to agree the scope of a pilot Pay-As-You-Go smart ticketing scheme by the end of 2023, be noted.
- (2) That the current range of rail fares did not provide a simple, consistent passenger offer and was not compatible with the future Pay-As-You-Go scheme, be noted.
- (3) The proposal to implement a two-stage process to reform rail fares with an initial package of rail fare changes planned for implementation next year, to be followed by further packages of changes aligned with the implementation of Pay-As-You-Go, be noted

39. Any Other Business

Councillor Mary Lock submitted a petition for the reinstatement of routes 25 and 600.

40. Date of Next Meeting

Monday 11 December 2023 at 1.00pm.

The meeting ended at 3.00 pm.

Transport Delivery Overview & Scrutiny Committee - Action Log

Ref.	Meeting	Action	Responsibility	Due Date
1.	3 July 2023	Develop and deliver a training programme for TDOSC members.	James Hughes / Lyndsey Roberts	1 February 2024
2.	4 September 2023	Six monthly reports to be received on the Deeper Devolution Deal Transport Implementation Plan.	Adam Harrison / Janna Simpson	1 December 2023
3.	4 September 2023	Circulate a briefing note to TDOSC members setting out an assessment of most suitable mode of transport within each of the region's transport corridors, undertaken as part of the CRSTS programme.	Carl Beet	1 December 2023
4.	30 October 2023	Councillor Carol Hyatt be provided with a briefing on the passenger support services provided at bus stations across the region.	Sarah Jones / Pete Bond	1 December 2023

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Transport Delivery Overview & Scrutiny Committee

Date	11 December 2023
Report title	HS2: Cancellation of Phases 2a, 2b and HS2 East
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive/TfWM Director	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm@org.uk
Accountable Employee	Toby Rackliff, Strategic Lead, Rail Policy email: toby.rackliff@wmre.org.uk
Report has been considered by	Executive Board - 22 November 2023

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Note the report.
- (2) Consider whether to make any further recommendations to WMCA Board

1. Purpose

- 1.1 To update the committee on the announcement by government to cancel HS2 Phases 2a, 2b and East and potential implications for the West Midlands.

2. Background

- 2.1 The Prime Minister announcement the cancellation of HS2 Phases 2a, 2b and subsequently HS2 East in his speech at the Conservative Party Conference on 4 October 2023.

2.2 This was accompanied by an announcement to reprioritise spending on transport across the north, the Midlands and in other parts of England as part of a new “Network North” initiative.

3. **Cancellation of HS2 north of the West Midlands: Overview**

3.1 The Government will deliver:

- **HS2 Phase 1 between West Midlands to London Euston.**
There will be two branches: one to central Birmingham; and one to Handsacre, on the West Coast Main Line (WCML) near Lichfield.
Passengers from London will be able to travel on through HS2 trains via Handsacre to Manchester, Liverpool and Scotland.

Government **will not proceed** with:

- HS2 Phase 2a - Handsacre to Crewe
- HS2 Phase 2b - Crewe to Manchester Piccadilly
- HS2 West Midlands to East Midlands Parkway

Government **had already previously cancelled the following**:

- HS2 Phase 2b Connection to WCML near Wigan
- HS2 East Midlands to Leeds and East Coast Main Line near York

Euston Station and HS2 Services

3.2 Completion of **HS2 Euston station** will be dependent on securing private finance from developers and will be reduced in size from 10 platforms to 6, which should be able to accommodate:

- 3 trains per hour (up to 400m long) via old Oak Common to the West Midlands Interchange and Birmingham Curzon stations
- 5 trains per hour to destinations in the North West and Scotland via Handsacre Junction.

These trains will be restricted to 200m (with less capacity than the current Pendolino trains) unless new longer platforms at existing stations can be provided which would not appear to be possible at constrained locations such as Manchester Piccadilly.

- Plans for HS2 services to the North West and Scotland from both Birmingham Curzon Station and the West Midlands Interchange Station were dependent on the infrastructure and on-train capacity provided by the HS2 Phase 2a/b sections to Crewe and Manchester.

3.3 This reduction in platforms also means the station will not be able to cope with any additional HS2 services should the decisions not to proceed with either Phases 2a, 2b and HS2 East be reversed.

3.4 A new development company, separate from HS2 Ltd, will manage the delivery of Euston and aims to deliver 10,000 new homes surrounding the station.

3.5 Until Euston station has been completed it is envisaged that a 6 train per hour service should be able to operate to/from the Old Oak Common Interchange in West London.

3.6 At Old Oak Common connections will be available to Great Western train services and with the new Elizabeth Line services to Heathrow, Paddington Station, Bond St, Tottenham Court Road, Liverpool St Station, Stratford QE Park and Canary Wharf.

Removal of safeguarding for the previous HS2 alignment

- Phase 2a land safeguarding will be formally lifted (subject to primary legislation)
- Phase 2b land safeguarding will be amended by summer 2024, to allow for any safeguarding needed for Northern Powerhouse Rail.
- Land acquisition programme on Phase 2a will be halted immediately
- Properties that are no longer required for HS2 will be sold and a programme is being developed to do this.

3.7 These decisions will make it extremely difficult to ever extend HS2 in future should it be required.

Rail Network Capacity Impact

3.8 The remaining Phase 1 section of HS2 will have significantly reduced capacity because:

- Handsacre Junction connection to the West Coast Main Line is only designed to cater for a small number of HS2 services from London to the Stafford/Stoke, the North West and Scotland
- Handsacre is also located immediately to the south east of an existing capacity constrained junction at Colwich where the 4 WCML tracks diverge into two track sections toward Stafford and Stoke.

3.9 This is likely to mean a straight like-for-like replacement, with existing services from the North West and Scotland diverting onto HS2 at Handsacre for a faster journey to London. The cancelling of Phase 2a to Crewe also means that the potential released rail network capacity benefits of HS2 on the Black Country/Staffordshire side of the conurbation will not be realised.

4. Financial Implications

4.1 Financial comments are included within the attached WMCA Board report.

4.2 However, the principal financial impact comes from the related Network North announcements as follows:

Uplift in the WMCA’s CRSTS budget (subject to confirmation):

Region	CRSTS1 existing allocation (millions)	CRSTS2 baseline allocation (millions)	CRSTS2 uplift (millions)	Total CRSTS2 allocation (millions)
West Midlands	£1,050	£1,566	£1,082	£2,648

- The plan document stated we could receive **£100 million extra**, provided through the CRSTS1 programme to invest in the metro and Arden Cross cost pressures and **£250 million in revenue support over the next 5 years.**

- There will also be more than **£700 million additional** to the WMCA's share of CRSTS2. However, these figures do not align with DfT published data and correspondence received.
- These figures do not include anything related to Birmingham CC's Highway Maintenance PFI contract as far as we are aware
- £100 million will be shared across the North and Midlands to support the development and rollout of London-style contactless and smart ticketing. This is positive news as TfWM has been leading national work through Project Coral to bring forward the cEMV broker schemes.

5. Legal Implications

5.1 Legal comments are included within the attached WMCA Board report.

6. Impact on Delivery of Strategic Transport Plan

6.1 The lack of released rail network capacity on the Black Country/Staffordshire side of the conurbation has implications for the delivery of our **West Midlands Rail Investment Strategy** proposals to improve local/regional services post HS2.

6.2 It also undermines the delivery of other existing strategies such as Network Rail's **West Midlands Strategic Advice** which was predicated on HS2 being delivered to Crewe and beyond.

7. Equalities Implications

7.1 There are no immediate equalities implications, although the new HS2 station platforms were believed to have improved access at the train/platform interface and this facility will be lost at the Phase 2 stations such as Manchester Piccadilly.

8. Inclusive Growth Implications

8.1 At this time these implications have not yet been assessed.

9. Geographical Area of Report's Implications

9.1 The report's implications affect both the WMCA area and our future connectivity to the East Midlands, North West and Scotland.

10. Other Implications

N/A

11. Schedule of Background Papers

Enc. WMCA Board Paper: Update on HS2 Cancellation



WMCA Board

Date	17 November 2023
Report title	Update on HS2 Announcements and Network North Funding
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Anne Shaw, Executive Director Transport for West Midlands email: anne.shaw@tfwm.org.uk
Report has been considered by	WMCA Executive Board - 8 November 2023

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Note the recent central Government announcements in relation to the cancellation of parts of HS2 as a national project and the reallocation of funding as specified in the Network North document published following the Prime Minister's speech at the Conservative Party Conference in October 2023.
- (2) Note that programmes and projects utilising this funding will follow the existing governance routes and will come back to the WMCA Board for decisions over £20m and the Investment Board for decisions below that amount.
- (3) Note that an assessment of the economic impacts for the region associated with these changes is being commissioned to help inform any future investment programmes and refresh of existing business cases that were predicated on the arrival of the full HS2 scheme and which will be subject to a future report to the Board.

1. Purpose

- 1.1 The purpose of this report is to update the Combined Authority board on the recent announcements relating to HS2 from Central Government; the reallocation of funding to the North and Midlands authorities; and the work being undertaken to assess the impacts on the region's economic outcomes as a consequence of these changes.

2. Background

- 2.1 Work on HS2 from London to Birmingham with an interchange station in Solihull is progressing with extensive works on the ground as part of Phase 1. Phase 1b to Crewe and northwards to Manchester were also the subject of parliamentary process to obtain the relevant statutory authority to proceed. Some land acquisitions along Phase 1 and Phase 2 have been made in order to bring this forward.
- 2.2 The Government have however undertaken a review of the delivery of HS2 and on the 4th of October, within the Prime Minister's speech during the Conservative party conference, it was announced that parts of the scheme were to be cancelled.
- 2.3 These changes to the scope of HS2 means that Phase 1 will be completed between London (Old Oak Common) to Birmingham and with a rescoped Euston station which will require a private consortium to invest in its completion. Phase 1b to Crewe would be removed and the HS2 line would reconnect to the existing West Coast Mainline at Handsacre to provide rail connectivity North.
- 2.4 The reinvestment of funding released from the cancellation of parts of HS2 would bring forward a number of regional schemes across the North and Midlands which would provide for regional and locally important connectivity to continue to support economic growth.
- 2.5 With these changes it is important to understand the economic impacts of the removed schemes and those that have been added. To better understand the changes that this will have on economic performance, the WMCA is commissioning a review and this is likely to be the subject of a further report to the board. This will need to consider how this funding is to be reinvested on new schemes that are regionally and locally significant to deliver against the WMCA economic, social and environmental outcomes contained within its agreed policy framework.
- 2.6 Within the Prime Minister's statement, it highlights that every penny of the £19.8bn committed in the northern leg of HS2 will be reinvested in the North and £9.6bn committed in the Midlands will be invested in the Midlands. A saving from the rescoped Euston station of £6.5bn will be reinvested across the Country. This funding is to be reallocated to other significant and important projects in the Midlands and North of the Country as part of a new £36bn plan to improve the country's transport. These changes were covered in the [Network North](#) document published on the same day and which indicated how this funding will be allocated and provides indicative timelines for delivery.

Allocation of funding

- 2.7 This funding is to be shared across City Regional Sustainable Transport Settlements (CRSTS), Bus Service Improvement Plans (BSIP's), local highway maintenance, the Major Road Network, Large Local Majors Programme (MRN/LLM) and the newly created Local Integrated Transport Settlements (LITS) for places not in combined authority areas. In addition to this, funding will be allocated to the Midlands Rail Hub for both scheme development and delivery.

CRSTS

- 2.8 On the 4th of October the Department of Transport (DfT) also published the [changes to CRSTS allocations](#) providing information with regards to the uplift of CRSTS 2.
- 2.9 In the Prime Minister's statement, it was stated that £100m would be made available within CRSTS 1 to the WMCA to support the delivery of existing metro extensions including the full scheme for Wednesbury to Brierley Hill High Street with some being available for Birmingham Eastside Extension as well as funding for Arden Cross located around the HS2 station in Solihull.
- 2.10 This funding is in addition to the £1.05bn of capital funding allocated for CRSTS 1 for the period 2022/23 -2026/27 and previously reported to the board. The indicative amount for CRSTS 2 for the period of 2027/28 to 2031/32 is a total of capital and revenue increased from a baseline figure of £1.566bn to £2.648bn. An additional allocation of just over £1bn has therefore been provided additionally as a direct reinvestment of HS2 funds. £250m of revenue will be made available during CRSTS1 period to support network stability to enhance the outcomes of CRSTS investment in public transport.
- 2.11 The allocations to CRSTS2 will help alleviate some of the budget pressures previously identified to the board and provide significant additional investment funds for new projects in the CRSTS2 period. The allocation of funds will follow the established processes through STOG and the WMCA Board used for CRSTS 1 as well as continuing to work within the WMCA's government approved Single Assurance Framework to provide a value for money assessment.

Bus Service Improvement Plans (BSIP)

- 2.12 Network North announced over £1bn of additional funding for BSIPS in the North and the Midlands. DfT have indicated that £770m will be allocated to the North and the remainder to transport authorities in the Midlands.
- 2.13 Indicative funding allocations for 2024/25 have now been published with WMCA being allocated £16.6m of revenue funding. We are awaiting the formal grant letter to ascertain and terms and conditions, but it is anticipated that this can be used to continue to transform bus services and maintain current levels of service on the bus network for this period in line with existing guidance.

- 2.14 It is anticipated that the remaining 4 years of this funding as yet to be allocated will provide revenue and capital funding for bus services but is anticipated to be lower than that announced for 2024/25. Whilst it is anticipated that this will support ongoing bus services it remains to be seen if this will be sufficient to maintain current levels of service or implement the transformation of the bus network anticipated in the WMCA's vision for bus and the core strategy of the LTP.

Local Highways Maintenance


- 2.15 Network North also announced £8.3bn of additional capital funding for local highway maintenance activities such as resurfacing of local road networks. £2.2bn will be provided to the Midlands and some of this funding will be allocated in this current financial year and over the following 10 years from 2023/24 to 2033/34. The allocation for each area is expected to be published by DfT shortly but at the time of writing this report this has not been forthcoming.
- 2.16 It is anticipated that this will be calculated outside of the CRSTS budgets and allocated to CRSTS additionally as is currently the arrangement in CRSTS1 for local authorities except for Birmingham City Council which has a separate PFI arrangement.

Major Road Network/Large Local Majors (MRN/LLM)

- 2.17 The announcement included funding uplifts for MRN/LLM schemes already in the programme, which have not yet reached Final Business Case stage. A £250 million uplift was announced for the Midlands. An 'MRN2' programme was also announced with £650 million earmarked for the Midlands. Guidance will be issued by DfT on eligibility and process for MRN2 in the spring of 2024. Existing MRN schemes will be informed of the process for the uplift in due course.

Midlands Rail Hub

- 2.18 In addition to this, the Midlands Rail Hub (MRH) is to be fully funded with £1.75bn to complete the full business case and for delivery, with WMRE taking a greater role in MRH governance on behalf of WMCA. Midlands Rail Hub comprises three key elements: MRH West, Central and East.

Midlands Rail Hub West	Midlands Rail Hub Central (assuming West infrastructure)	Midlands Rail Hub East (assuming West/Central infrastructure)
Snow Hill platform 4 Moor Street platform 5 Bordesley West Chord Kings Norton-Barnt Green Stoke Works junction Malvern Wells turnback facility Ledbury – Shelwick partial double-tracking	Moor Street platforms A & B (east side) Bordesley viaduct widening Bordesley East Chord	Water Orton remodelling Nuneaton to Wigston signalling headways Freight loops between Nuneaton and Leicester
		

- 2.19 An Outline Business Case (OBC) for MRH West / Central, which provides the rail network capacity into central Birmingham for additional services to Bristol / Cardiff, plus a Kings Norton bay platform for Camp Hill services, has been approved by DfT. A **second MRH West phase** will be required for an additional train to Worcester / Hereford, but is dependent on the currently unfunded re-signalling of the Worcester area.
- 2.20 Work on the OBC for **MRH East** (to Leicester) is still underway, but this **will now need to be revised** to additionally include infrastructure enhancements between Birmingham and Derby/Nottingham following the cancellation of HS2 East.
- 2.21 This will provide improved local and regional capacity by rail and will offset some of the lost benefits from HS2.

3. Financial Implications

- 3.1 There are a number of direct and indirect financial impacts as a result of this announcement outlined in this report. There are a number of new direct transport funding streams that will flow to WMCA. Full details and associated terms and conditions are yet to be received on these and will be subject to WMCA's standard review processes and Single Assurance Framework as necessary.
- 3.2 As noted earlier in the report the economic impacts of the decisions require review of both current and future investment decisions to ensure that these represent value for money and also to understand whether there is any potential impact on any non transport funds. This will all need to be taken into consideration as WMCA continues to negotiate its Deeper Devolution Deal and single settlement to ensure that there is alignment between the use of all funds to achieve outcomes for the region.

4. Legal Implications

- 4.1 The CA has the power to receive/pay transport related grants pursuant to Part 2 of The West Midlands Combined Authority (Functions and Amendment) Order 2017.

- 4.2 The report highlights a number of new direct transport funding streams that will be paid to WMCA. Whilst it is recognised that full details and associated terms and conditions are yet to be received, it will be necessary to ensure that upon receipt they are subject to the WMCA's review, assurance and governance processes.
- 4.3 The economic impacts of the decisions will also require review of both current and future investment decisions to ensure that these represent value for money.
- 4.4 Where the funding is used to deliver goods, works and/or services, those appointments should be procured in accordance with the CA's contract procedure rules and, if applicable, the Public Contracts Regulations 2015
- 4.5 Where funding is used as a grant scheme a full subsidy analyses should be undertaken.
- 4.6 Further legal advice should be sought as these projects progress.

5. Impact on Delivery of Strategic Transport Plan

- 5.1 The LTP must set out policies to promote a safe, integrated, efficient and economic transport system. Despite the cancellation of the wider HS2 network, the West Midlands Local Connectivity Package, being delivered, will plug-in the two HS2 stations to the local transport network including rail and metro networks, SPRINT rapid bus transit services and Birmingham and Solihull's core bus networks. This will be supported by improvements in walking and cycling infrastructure providing good regional access to HS2 services, and the economic development underway in the vicinity of the stations. The delivery of Midlands Rail Hub will support improved connectivity to key destinations in the East Midlands and southwest whilst also unlocking opportunities to improve local rail services within the metropolitan area. This includes the Sutton Park line proposals and a number of new stations and supports the LTP's vision for travel of a 45-minute region.
- 5.2 The uplift in funding to CRSTS, BSIP and local highways maintenance funding will enable delivery of a range of improvements which support the LTP's objectives of improving accessibility, reducing overall levels of traffic and electrifying the transport system. The uplift to CRSTS will allow more sustainable transport improvements to be delivered across the region, building on the delivery of CRSTS1. The development of the LTP Area Strategies currently underway will help to inform the development of the regional CRSTS2 programme. Bus services are crucial to inclusive growth and levelling up and make up 4 out of 5 of all public transport journeys in the region. Bus services provide an essential mobility service to access employment, education, leisure and other key facilities as well as providing integration with other transport particularly for the 27% of households without access for a car. Highways maintenance is a key issue for many travellers, with many motorists currently dissatisfied with the condition and upkeep of the roads. Improvements to the standard of the highway network do not just help drivers though, as a broad range of users across bus, walking, cycling, wheeling, and freight also benefit from a well maintained and managed network.

6. Equalities Implications

- 6.1 There are no specific equalities implications for this report

7. Inclusive Growth Implications

- 7.1 WMCA defines Inclusive Growth as *“a more deliberate and socially purposeful model of growth, measured not only by how fast or aggressive it is; but also, by how well it is created and shared across the whole population and place, and by the social and environmental outcomes it realises for our people.”* The [Inclusive Growth Framework](#) is designed to ensure that this vision is applied to WMCA policies, programmes and investments as a mechanism to deliver a fairer, greener and healthier region. It has eight ‘fundamentals’ to ensure we achieve this goal in a way which enables people, places and our environment to thrive.
- 7.2 Public transport is a key component of the Connected Communities Fundamental. Ensuring that residents are well connected to amenities, employment and leisure activities is vital. As part of the commissioning of an assessment of economic impacts for the region associated with the changes outlined in the report, the Inclusive Growth Framework will be applied to ensure that opportunities for an inclusive growth approach are taken forward.

8. Geographical Area of Report’s Implications

- 8.1 This report covers the whole geographical area

9. Other Implications

- 9.1 There are no other implications arising from this report.

10. Schedule of Background Papers

[Network North](#)

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Transport Delivery Overview & Scrutiny Committee

Date	11 December 2023
Report title	Future Bus Policy Delivery Options - Update
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	Steve Hayes, Head of Network Transformation, Transport for West Midlands email: steven.hayes@tfwm.org.uk
Report has been considered by	Executive Board - 22 November 2023

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Note the progress being made in considering future options for delivering bus services in the region.
- (2) Note the timetable for completing the Full Franchising Assessment in preparation for a decision by the WMCA Board in July 2024 to determine if the Authority should progress further to audit and consultation as set out in this report.
- (3) Note the progress made through existing Enhanced Partnership provisions led and agreed through the former Transport Delivery Committee.
- (4) Note the position associated with the consideration of municipal bus companies.
- (5) Consider whether to make any further recommendations to the WMCA Board.

1. Purpose

- 1.1 To provide an update on the ongoing work to consider future options for delivering bus services in the West Midlands, which includes assessing the existing Enhanced Partnership Scheme, undertaking a Full Franchising Assessment, and considerations relating to municipal bus company operations such as those that operated before deregulation of bus services in 1986.

2. Background

- 2.1 In 2019, the Combined Authority adopted its Vision for Bus, which established long-term objectives for better bus services in the region. In early 2020, TfWM commissioned work to assess the regulatory tools made available by the Bus Service Act 2017 to understand whether the most effective way of delivering this vision would be through continued and strengthened partnerships in a primarily deregulated environment or whether Franchising would prove a more effective option. Since the Vision for Bus was adopted in 2019 there has been substantial change in the bus market. A reduction in passenger numbers, partly resulting from the Covid pandemic, has impacted revenues, whilst inflation, notably fuel and wages, has impacted costs. Bus operators have been, and continue to be reliant on increased levels of public financial support. This has reduced the appetite of the private sector to take risk and this changing commercial picture is being taken account as part of the assessment.
- 2.2 The initial assessment of options was considered by WMCA Board in February 2022 and concluded that Franchising would be likely to:
 - Give greater control and certainty over the delivery of the Vision for Bus objectives
 - Enable better value for money and more transparency around public expenditure, which is proving to be substantially higher in a post-covid world
- 2.3 It also recognized the risks associated with Franchising but weighed these up against the not unsubstantial risks and significant commitments necessary within delivery through a negotiated Enhanced Partnership.
- 2.4 As a result, the WMCA Board agreed that work should progress to further consider options by way of a 'Full Franchising Assessment', which is required by legislation before any regulatory change is considered and work began on this in early 2023. The legislation requires that the assessment should be taken forward in line with the Government's Green Book approach to business case development ie. consideration of the Strategic Case, Commercial Case, Financial Case, Economic Case and Management Case. The assessment must consider the scheme in such detail that it could be reasonably implemented on the back of a decision to proceed. The assessment does not just consider franchising but also how well the Authority's objectives in relation to bus could be met through other delivery approaches, such as the status quo Enhanced Partnership or a more ambitious Enhanced Partnership, with work also being undertaken on the option for municipalization as raised by members within some of the region's Authorities.

3. Summary of Regulatory Options

- 3.1 Bus services in England (outside of London) were deregulated in 1986. Since then, private bus operators have been directly responsible for all aspects of bus service provision, including planning and operating bus routes, setting timetables, hours of operation and fares. The majority of this activity is undertaken fully commercially (ie. not under contract to anyone). Only around 10% of the network is operated under contract to the Transport Authority, for services that would otherwise not be commercially viable. The Bus Services Act 2017 created new legislation introducing the concept of 'Enhanced Partnership' whilst also enabling Mayoral Combined Authorities to move to an alternative system of 'Franchising'. In 2021 the Government introduced a National Bus Strategy which required Local Transport Authority's to implement either Enhanced Partnership or Franchising in order to be eligible for future bus funding. The National Bus Strategy also advised LTAs that whilst legislation did not permit them to set up a new municipal bus company they could purchase an existing bus company. For this reason, TfWM undertook to investigate this further as the Bus Options work is designed to consider the evidence that will allow the WMCA Board to make informed choices on the future direction of bus policy in the region.
- 3.2 In '**Franchising**', the network in its entirety would instead be planned by the Authority and contracts awarded to private bus operators to run services through a competitive procurement process, such that the entire network would be operated under contract. So, bus services are still operated by private companies, but under contract to the Authority – the Authority does not operate the services itself. This is often described as 'competition for the market' instead of 'competition in the market'. The private sector still operates the services, but they deliver this to a specification set by the Authority which determines fares, timetables, frequencies and other attributes.
- 3.3 This is different from what might be termed '**Municipalisation**'. Whilst the same legislation prevents Local Authorities from setting up new municipal bus companies, it *could* be possible for the Authority to acquire an existing bus company and operate it as an arms-length business, however under the existing regulatory framework such a company would be competing 'on the road' with the private sector, and if Franchising were to be implemented an Authority could not award contracts to the municipal company without undergoing a competitive process through which the private sector could also bid successfully. There is no provision for a municipal bus company to be in place and operate services either unchallenged by competition in a deregulated environment or awarded contracts without undergoing a competitive process within a franchised system. In cities where municipal bus companies still operate (eg. Nottingham and Reading), they are subject to on-the-road competition from the private sector. As part of an options assessment, the Authority can give consideration to whether the presence of a municipally owned bus company might help delivery of the region's objectives in relation to bus, both in a deregulated or franchised regime.
- 3.4 TfWM, and predecessor Centro, have a long history of partnership working to deliver positive outcomes for passengers, and the legislation in the Bus Services Act relating to '**Enhanced Partnership**' was designed in part by government to try and embed the West Midlands methodology of productive working between Authorities and Bus Operators within a legal framework. This is a statutory partnership in which operators, WMCA and Local Authorities are required to negotiate a number of binding commitments necessary in order to deliver the region's Bus Service Improvement Plan effectively.

3.5 This continues to be the region's chosen approach to delivering bus services, with the latest iteration of the region's Enhanced Partnership Scheme adopted in 2023. As well as day-to-day service delivery commitments, this also includes various transformational initiatives including significant investment in bus priority (largely funded through CRSTS), the commitment from operators to simplify fares – with the 'Bonfire of Bus Tickets' implemented during 2023, the first city region outside of London to have a fully Euro VI bus fleet (eliminating harmful exhaust emissions almost entirely), a commitment to a zero emission fleet by 2030 and a new passenger charter.

4. Operator Input - Enhanced Partnerships

4.1 The Options Assessment is there to provide the evidence required to make an informed decision about the future direction of the regional bus network. As the bus network delivers much more than a service for its own sake, and plays a vital role in the regional integrated transport system, connecting communities and people to places, the options consider the strategic advantages and disadvantages of changing to a franchised system.

4.2 The Options Assessment will include a determination of whether the existing Enhanced Partnership model agreed with operators will adequately deliver the region's objectives for better bus services. It will also consider what further outcomes could be delivered through pushing the boundaries of partnership further still. Operators are being approached on what additional commitments they might be able to make and what they would expect Authority's to deliver in return, to assess the viability of this. This will be considered in early 2024 so that the proposals are fresh by the time the Full Franchising Assessment is completed in order to make an effective comparison.

5. Operator Input - Municipal Bus Operations

5.1 The consideration of municipal bus operations is not a formal option within the Options Assessment, but is a piece of work being undertaken by TfWM to identify how easy this would be and how effectively this may support outcomes. As outlined above, establishing a new municipal bus company is not permitted, but there are circumstances in which an existing bus company could be purchased. It is the view of TfWM that this should not be ruled out as an option in the event of a major threat to existing services, but the establishment of a new municipal bus company is not an option unless there is a change in legislation and therefore requires no further work with bus operators at this stage.

6. Operator Input – Franchising Assessment

6.1 Legislation requires bus operators to provide any data required by the Authority in order to assist with the development of the assessment. This includes detailed revenue and cost data. This will enable TfWM to better understand the cost/benefit considerations and risks associated with implementing a franchising approach. It has taken longer than anticipated to receive data from operators, partly due to the substantial levels of information required to enable robust assessment, but this has now largely been received and is being assessed to enable an initial understanding of the financial implications in early 2024.

6.2 A wider market engagement exercise has also been undertaken, including operators both within the West Midlands and those who operate in the market elsewhere, to understand what their views may be on different options for delivering bus services in the region. The responses to this suggest that many operators – particularly those not currently operating within the region, would prefer the stability and lower risk profile associated with a Franchised system rather than the current framework, and if implemented effectively a Franchised system is likely to stimulate considerable interest in competition for contracts.

7. Five Case Model

7.1 The Assessment is being developed in line with the Green Book Approach, considering the following cases.

7.2 The **Strategic Case** recognises that bus travel is a means to support wider activity in society and considers WMCA's overall objectives and the importance of bus in enabling those. It considers how better bus services directly support the Local Transport Plan and what the challenges are in securing improvements, particularly limited competition in the market, declining long-term commerciality and the greater requirement for public subsidy.

7.3 The **Commercial Case** will set out what the effective options might be and what interventions may be required to deliver them. This will include a consideration of how contracts would be packaged up in a Franchised system (lotting strategy) and determining the most effective model for ownership of key assets including depots and fleet. It will consider how effective Enhanced Partnership has been in delivering outcomes to date and what more could be achieved through his approach.

7.4 The **Financial Case** will consider the financial implications of each regulatory option, including initial implementation and transition costs along with ongoing management and operational costs. It will set out capital and revenue expenditure requirements for different options over the appraisal period, any requirements for additional funding and an explanation of how this will be secured. For the purposes of the Assessment, to ensure a fair comparison between options, in each option the outputs (eg. size of network, age profile of fleet, fares etc.) will be considered to be the same.

7.5 The **Economic Case** will build on this by considering which option provides best value for money, considering not just the cost but wider social and environmental benefits. This will reflect on wider work being undertaken by the WMCA on the value of buses to society.

7.6 The **Management Case** will consider the extent of organisational and resourcing change required by WMCA within the different options. If progressed, Franchising would result in a major shift in responsibilities. Presently, many activities associated with providing bus services are fragmented across a number of organisations and opportunities may exist to deliver some of these more efficiently and effectively. The Assessment will consider where these opportunities might lie and demonstrate how they will be resourced.

7.7 Across all of the cases, the scheme being assessed will include some key assumptions, necessary in order to determine what franchising might 'look like' in the West Midlands. These assumptions will be developed based on a consideration of how the authority could best meet its objectives, but also considering how schemes operate elsewhere (eg. London and Manchester) and responses from the market engagement exercise.

8. Timescales

- 8.1 Preparation of the Assessment is ongoing, with the next key step being the incorporation of modelling data that is being prepared following receipt of financial information from operators. The modelling will be refined as we move into 2024 and until this has been comprehensively assessed it is not possible to fully understand the financial implications of franchising and/or the extent to which risks can be mitigated. It is intended that the WMCA Board will consider the Full Franchising Assessment in July 2024 for a decision on whether to proceed with external audit of the assessment (as required by legislation), alongside public consultation. Following audit and consultation there will be further consideration of delivery options based on the outcomes of these processes in early 2025, with a go/no-go decision at that point. Should a decision be taken to proceed with Franchising it is likely that the process to complete the groundwork, develop service specifications, undertake procurement and mobilise contracts will take up to three years.
- 8.2 With commercial bus revenues impacted as a result of lifestyle changes following COVID, coupled with the resulting inflationary pressure impacting industry costs, TfWM continue to work closely with operators, utilising both local and central government funding resources, to secure a largely stable network until January 2025. However, there remains significant uncertainty around how challenges may be addressed beyond that date, but any interventions will be considered with an eye to how they might support the long-term objectives for improved bus delivery, serving the region's citizens.

9. Financial Implications

- 9.1 Budget of £1.5m has been allocated from the CRSTS Capacity Fund to support this review, as well as associated audit work if required. The model will review three scenarios, the status quo, a strengthened Enhanced Partnership and Franchising, to establish which delivery model achieves the best outcome for the region. The model will be based on current costs and will review each option against what we currently spend, i.e. comparing what could be achieved by each delivery model within the same budgetary allocation. As part of this rationale, the proposals for both the Enhanced Partnership and Franchising, will be based on what is considered achievable and necessary outcomes rather than an ideal view of how the network could work in the future if finance was not a limiting factor. This is considered to be the best approach to provide a realistic, practical and fair basis for option appraisal.

10. Legal Implications

- 10.1 The above report provides clear and insightful evidence of the required evaluation and due consideration to multiple issues that touch and concern the Mayoral Combined Authority in satisfying itself as to the merits of a fully franchised approach and informing the organisation's requirement to effectively evaluate the prospects of moving from the current position, with delivery of bus services being provided under the current Enhanced Partnership arrangements, and moving towards a fully franchised approach for the provision of bus services for the benefit of the region, if it were to choose to do so. The approach being followed by the Full Franchising Assessment working group is compliant with the processes set out within the Bus Services Act 2017 and associated guidance. Accordingly, there are no immediate legal implications flowing from this report.

11. Geographical Area of Report's Implications

- 11.1 This report applies to all geographical areas of the constituent Combined Authority Area. The assessment will assume the Franchising Scheme, or any other deliver option taken forward, is regionwide. There is a statutory obligation to consult neighbouring authorities through the process to ensure there is consideration of how any regulatory change in the WMCA area may impact on the delivery of bus services in neighbouring areas.

12. Other Implications

- 12.1 The Full Franchising Assessment is also considering HR implications (including TUPE and pensions provisions), appropriate procurement mechanisms, investment in any ICT system requirements and any governance changes that might be necessary to implement Franchising or other regulatory options effectively.

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Transport Delivery Overview & Scrutiny Committee

Date	11 December 2023
Report title	Draft Safer Travel Plan 2024 - 27
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	Kerry Blakeman, Head of Security & Policing, Transport for West Midlands email: kerry.blakeman@tfwm.org.uk
Report has been considered by	WMCA Executive Board – 22 November 2023

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Note and comment on the latest position with regards to the Draft Safer Travel Plan 2024 - 27.
- (2) Note that a further update will be brought to the Transport Delivery & Scrutiny Overview Committee in July 2024, with the intention of publishing the new Safer Travel Plan in Autumn 2024.
- (3) Consider whether Transport Delivery Overview & Scrutiny Committee wishes to make any further comments on this report to the WMCA Board at this stage.

1. Purpose

- 1.1 The purpose of this report is to update and engage with members of the Transport Delivery Overview & Scrutiny Committee on the current position with regards to the Draft Safer Travel Plan 2024 – 2027 and next steps.

2. Background

- 2.1 The current Safer Travel Plan expires in March 2024. The new draft Safer Travel Plan 2024-2027 has been developed with the full involvement of all interested parties via The Safer Travel Governance Board. Extensive consultation and discussions have taken place over the last six months to develop and agree the themes of the new plan. There is a consensus that the current plan is too long and there is repetition within the various sections.

3. Draft Safer Travel Plan

- 3.1 The new draft plan is based around four distinct themes as follows: -

Feel Safer

- We aspire to a vision where all users of public transport whether they are passengers or employees feel safer to use the network.
- We will reassure passengers and staff that our network is a safe place.
- We will demonstrate what we do and what we plan to do to make the network feel safer.

Be Safer

- We will deploy Safer Travel resources across the network in response to anti-social behaviour and crime pattern analysis.
- We will maximise the use of all available powers and interventions.
- Maximise the presence of the Safer Travel partnership team including the further development of Transport Safety Officers

Stay Safer

- Implementing sustainable long-term approaches to improve safety.
- We will commit partnership staff to improving the experience of female users of the network in support of the Violence Against Women and Girls agenda.
- We will listen to passenger and staff groups to understand and respond to their concerns (you said, we did)
- We will communicate our activities on a regular basis to encourage passengers to use the network.
- We will utilise all evidence-based research to enhance and develop the partnership.

Connected Network

- We will maximise the use of all available technology to assist in delivering the plan.
- Maintain and develop our existing CCTV camera estate working collaboratively with partners.
- Continue to develop the use of drone technology Review and improve existing data sharing protocols with transport partners and Local Authorities.

4. Update and Next Steps

- 4.1 The draft plan had its final review at the Safer Travel Governance Board on 16th October 2023 and a briefing was given to The Strategic Operations & Customer Experience Board, also on 16th October 2023.
- 4.2 A further update will be brought to the Transport Delivery & Scrutiny Overview Committee in June 2024, with the intention of publishing the new Safer Travel Plan in Autumn 2024.

5. Strategic Aims and Objectives

- 5.1 Ensure everyone has the opportunity to benefit

6. Financial Implications

- 6.1 To be reviewed and updated in June 2024 which then will be brought to the Transport Delivery & Scrutiny Overview Committee.

7. Legal Implications

- 7.1 To be reviewed and updated in June 2024 which then will be brought to the Transport Delivery & Scrutiny Overview Committee.

8. Single Assurance Framework Implications

- 8.1 N/A

9. Equalities Implications

- 9.1 None

10. Inclusive Growth Implications

- 10.1 None.

11. Geographical Area of Report's Implications

- 11.1 The draft Safer Travel Plan 2024 - 27 covers the geographical area represented by the seven constituent authorities.

12. Other Implications

12.1 N/A

13. Schedule of Background Papers

13.1 Appendix 1: Presentation – Draft Safer Travel Plan.

TDOS Update

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- Current plan comes to an end in March 2024
- Safer Travel Governance Board
- TfWM, WMP, BTP, PCC, Mayor's Office, NX, Metro, WMT
- Wordy and duplicitous



Safer

Travel Plan

2021-24

Developing The New Plan

- Celebrating 18 years of the partnership
- Reviewing each agencies priorities – looking ahead
- April 23 started developing the new plan
- Reviewing staffing in the Safer Travel Partnership
- Reviewing the financial contribution – maximise TSO (Jan 24 -11 , March 25 Core 3)
- WMP – reduce by 4 x PCSOs BTP reduce by 1 x PCSO

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Transport Champions for Tackling Violence Against Women and Girls:

Recommendations to make our transport networks safer for women and girls



Transport for
West Midlands

4 Key Themes

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1. **Feel Safer:** Passengers and Staff feeling safe.
2. **Be Safer:** The network is a safe place for passengers and staff
3. **Stay Safer:** Implementing sustainable long term approaches that improve safety
4. **Connected Network:** Harnessing the partnership technology resources to maximise the impact of activities



Forward Plan

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- PCC Function under The Mayor's Office TBC
- Launch in March 24 on hold
- Mayoral Election 2nd May 24
- Consult with the new Mayor





West Midlands
Combined Authority

Transport Delivery Overview & Scrutiny Committee

Date	11 th December 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 30th September 2023 against the TfWM Revenue Budget which shows a favourable variance of £2.2m, as detailed in Section A.
2. Note the TfWM Capital Programme position as at 30th September 2023 which shows a favourable variance of £47.0m for WMCA delivered schemes and a favourable variance of £7.4m for externally delivered schemes against budget, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 30 September 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 £2.6m which represents a favourable variance from budget of £2.2m.

	September Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	(2,413)	(4,639)	2,226	(9,235)	(9,201)	(34)
Use of Reserves	5,056	5,040	16	9,295	9,201	94
Net TfWM Surplus / (Deficit)	2,643	401	2,242	60	0	60

2.2 The year to date position is due to the impact of staffing vacancies as well as receipt of Local Transport Fund grant which will meet contractual costs of the tendered bus service across the rest of the financial year.

2.3 Concessionary related underspends have arisen from having negotiated concessionary deals with operators which pay based on actual patronage, which is still below pre pandemic levels. In line with agreement from the Board, these savings have been transferred to a reserve to protect against future transport network risks.

2.4 The second re-forecast will be completed in October 2024 and reported to Transport Delivery Overview & Scrutiny Committee in January 2024. This re-forecast will incorporate the latest funding position as well as the profiling and cost of delivering activities over remaining 6 months of the year.

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 £114.8m for WMCA delivered schemes which is £47.0m behind the profiled budget. For externally delivered schemes, expenditure totals £37.1m which is £7.4m behind budget at this stage of the year.

£000's	YTD			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Metro	74,216	103,469	29,253	191,409	211,566	20,157
Rail	26,638	37,068	10,431	71,243	71,829	586
Bus	3,619	5,532	1,914	16,587	17,159	572
Sprint	4,829	6,167	1,339	20,070	20,070	0
Highways	488	832	343	2,498	2,498	0
Digital and Data	3,416	6,580	3,164	12,065	12,065	(0)
Other Transport	606	795	189	2,237	2,237	0
Sustainable Travel	972	1,380	408	8,931	11,517	2,586
Total WMCA Delivered Schemes	114,783	161,824	47,041	325,040	348,941	23,901
Rail	1,871	1,953	81	10,216	7,079	(3,137)
Bus	139	0	(139)	1,000	1,500	500
Grants to Local Authorities	33,768	41,166	7,399	110,423	119,566	9,143
Sustainable Travel	1,273	1,351	79	20,746	31,629	10,882
Total Externally Delivered Schemes	37,050	44,470	7,420	142,386	159,775	17,389
Total Capital Programme	151,834	206,295	54,461	467,426	508,716	41,290

3.2 Within Transport, the variances are mainly within Metro (£29.3m), Rail (£10.4m) and Data and Digital (£3.2m).

3.3 The Metro programme reflects the latest programme schedule with £16.5m underspend on the Birmingham Eastside Extension due to rescheduling of construction and utility works and associated land acquisition and a further £5.1m on Metro enhancements due to discovery of mineshaft. In addition, the rescheduling of land purchases for the Wolverhampton City Centre Extension has resulted in £3.7m variance.

3.4 Within Rail, the operational issues at Rail Package 2 sites including presence of badgers, a listed wall and a water well has meant a rescheduling of works and £4.1m underspends. There is a further £3.1m underspend on Rail Package 1 due to the delays resulting from the work stoppage when the construction contractor went into administration, with work expected to resume in Quarter 3 now that a new contractor has been appointed.

3.5 There are savings against budget to date on the Data and Digital workstreams relating to the timing of project work.

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 at 30th September 2023

At the end of September 2023 there is a £2.2m favourable variance against budget.

	Year To Date			Full Year		
	Actual £'000	Budget £'000	Variance £000	Forecast £000	Budget £'000	Variance £000
Transport Levy	59,677	59,677	(0)	119,355	119,355	0
Business Rates	0	0	0	4,674	4,674	0
Use of Reserves	5,055	5,039	16	9,295	9,201	94
Total Funding	64,733	64,717	16	133,324	133,229	94
National Bus Concession	(22,110)	(22,118)	8	(47,251)	(47,251)	0
Metro / Rail	(2,288)	(2,286)	(1)	(4,572)	(4,572)	0
Child Concession	(2,731)	(3,081)	350	(6,937)	(7,162)	225
Concessions	(27,130)	(27,486)	356	(58,760)	(58,985)	225
Bus Stations / Infrastructure	(3,651)	(3,686)	35	(5,861)	(5,867)	5
Subsidised Network	(6,187)	(7,159)	972	(14,255)	(14,255)	0
Accessible Transport	(3,361)	(3,340)	(21)	(6,630)	(6,630)	(0)
Bus Services	(13,198)	(14,184)	986	(26,747)	(26,752)	5
Metro Services	(5,271)	(5,289)	17	(11,115)	(11,115)	0
Rail Services	(1,802)	(1,881)	79	(4,544)	(5,563)	1,019
Rail and Metro Services	(7,074)	(7,170)	96	(15,660)	(16,679)	1,019
Safety and Security	(471)	(435)	(35)	(2,374)	(2,374)	0
Passenger Information	(2,957)	(3,164)	207	(6,620)	(6,620)	0
Sustainable Travel	(912)	(931)	19	(2,005)	(1,891)	(114)
Integration	(4,340)	(4,531)	190	(11,000)	(10,886)	(114)
Network Resilience	(1,378)	(1,573)	195	(3,302)	(3,305)	3
Business and Democratic Support	(2,067)	(2,211)	145	(4,605)	(4,605)	0
Strategic Development	(1,812)	(2,035)	224	(4,389)	(4,391)	1
Transport Governance	(34)	(71)	37	(141)	(141)	(0)
Capital Finance Charges	(5,057)	(5,057)	(0)	(10,485)	(10,485)	0
Efficiency Target	0	0	0	1,826	3,000	(1,174)
Total Expenditure	(62,089)	(64,317)	2,228	(133,263)	(133,229)	(34)
Net Surplus / Deficit	2,644	400	2,244	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 £1.4m 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 September, 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.

Integration

Within Passenger Information there is a current underspend against budget of £0.2m which largely relates to savings against staff costs, bank charges and software costs plus higher ticketing commission than budgeted.

Network Resilience

There is a current under-spend relating to the timing of External Advice expenditure of £0.1m along with savings against the staffing budget of £0.1m.

Strategic Development

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

Efficiency Target

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

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	September Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Metro Birmingham Eastside Extension	19,845	36,340	16,495	47,313	65,007	17,694
Metro Network Enhancements	4,460	9,605	5,145	20,947	27,066	6,119
Metro Edgbaston Extension	1,250	2,775	1,525	3,616	3,665	49
Metro Wednesbury to Brierley Hill Extension	42,768	42,786	18	102,027	97,997	(4,031)
Metro Wolverhampton City Centre Extension	4,115	7,870	3,755	7,932	7,932	(0)
Buy Before Boarding	197	1,738	1,541	5,309	5,210	(99)
Metro Centenary Square Extension	51	617	566	666	617	(49)
Metro - Other	1,530	1,738	208	3,600	4,073	474
Total Metro Schemes	74,216	103,469	29,253	191,409	211,566	20,157
Rail Station	5,974	8,077	2,102	12,189	12,189	0
Rail Package 1	4,898	8,016	3,118	20,841	20,807	(34)
Park and Ride	0	3	3	500	500	0
Rail Package 2	15,737	19,821	4,084	34,863	34,810	(54)
Very Light Rail	0	75	75	600	600	0
Rail Development	0	0	0	100	100	0
Dudley Port Integrated Transport Hub	6	210	204	450	450	0
Aldridge Station	20	729	709	1,341	2,015	673
Rail - Other	2	138	136	359	359	0
Total Rail Schemes	26,638	37,068	10,431	71,243	71,829	586
National Productivity Investment Fund	903	931	29	1,170	1,170	(0)
Clean Bus	905	1,085	180	6,226	6,226	0
Cross City Bus	400	1,076	677	2,508	2,508	0
East Birmingham to Solihull Corridor	68	202	134	499	499	0
BSIP Bus Priority Cross City Routes	596	1,443	847	2,538	3,110	572
Bus Station/Interchange	747	791	44	3,139	3,139	0
Demand Responsive Bus	0	3	3	6	6	0
BSIP Retrofit Programme	0	0	0	500	500	0
Total Bus Schemes	3,619	5,532	1,914	16,587	17,159	572
Sprint Ph2 A45	2,819	3,429	610	8,340	8,202	(139)
Sprint Ph2 A34	1,211	1,609	398	7,326	7,465	139
Sprint A45	715	971	256	1,420	1,420	0
Sprint A34	1	(248)	(249)	304	304	0
Hagley Road	83	306	223	2,420	2,420	0
Hall Green to Interchange via Solihull	0	101	101	202	202	0
Longbridge to Birmingham	0	0	0	57	57	0
Total Sprint Schemes	4,829	6,167	1,339	20,070	20,070	0
Air Quality	0	0	0	990	990	0
Better Streets Community Fund	91	0	(91)	141	141	0
Priority One Development	204	68	(136)	690	690	0
Swift ceMV Contactless Payment Broker	536	1,045	509	1,496	4,082	2,586
Electric Vehicles	142	267	126	5,614	5,614	0
Total Sustainable Travel	972	1,380	408	8,931	11,517	2,586
KRN/MRN	21	250	229	607	607	0
Highways - Other	467	582	114	1,891	1,891	0
Total Highways	488	832	343	2,498	2,498	0
RTCC	1,498	2,862	1,364	3,856	3,856	0
FMZ	1,381	2,685	1,304	5,600	5,600	(0)
RTI	19	91	72	584	584	0
Scheme Development and M and E	295	604	309	1,688	1,688	0
Digital and Data - Other	223	337	115	337	337	0
Total Digital & Data	3,416	6,580	3,164	12,065	12,065	0
Asset Management	606	795	189	2,188	2,188	0
Transport - Other	0	0	0	49	49	0
Total Other	606	795	189	2,237	2,237	0
Total Transport Capital Programme (WMCA Delivered)	114,783	161,824	47,041	325,040	348,941	23,901

Appendix 3 Externally Delivered Capital Schemes

£000's	YTD			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Rail - External						
Very Light Rail - External	1,871	1,953	81	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	1,871	1,953	81	10,216	7,079	-3,137
Bus - External						
East Birmingham to Solihull Corridor - External	139	0	(139)	1,000	1,000	0
UKC - Solihull - Dorridge Bus Priority	0	0	0	0	500	500
Total Bus	139	0	-139	1,000	1,500	500
Grants to Local Authorities - Transport						
City Centre Regeneration	6,244	12,187	5,942	44,866	51,688	6,822
Cycling and Walking	1,303	2,363	1,060	12,241	12,241	(0)
Highways	3,279	3,922	644	6,377	6,377	0
Highways Maintenance	11,805	11,805	0	23,611	23,611	0
Local Network Improvement Plan	8,018	8,018	0	16,035	16,035	0
Very Light Rail - External Grants	0	0	0	0	0	0
Grants to Local Authorities - Other	1,813	1,564	(250)	4,229	5,150	921
HS2 Enabling	1,306	1,308	3	3,063	4,464	1,401
Grants to Local Authorities - Transport	33,768	41,166	7,399	110,423	119,566	9,143
Sustainable Travel - External						
Electric Vehicles - External	58	114	56	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	100	100	0	700	700	0
City Centre Active Travel Connections to Interchange	0	0	0	410	410	0
One Station and Smalbrook Queensway	100	100	0	1,000	1,000	0
Snow Hill Growth Strategy	0	150	150	750	750	0
Foleshill Transport Package	150	112	(38)	1,332	4,038	2,706
Cov South Sustainable Transport	325	708	383	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	67	67	(0)	200	200	0
Smethwick - Birmingham Inclusive Growth Corridor Transport Package	65	0	(65)	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	63	0	(63)	2,050	2,600	550
A41 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	30	0	(30)	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	198	0	(198)	800	800	0
A449 Walk, Cycle and Bus Corridor	117	0	(117)	1,397	1,635	238
Wolverhampton City Centre Movement - Walk, Cycle and Bus Package	0	0	0	0	4,000	4,000
Sustainable Travel - External Sub-Total	1,273	1,351	79	20,746	31,629	10,882
Total Transport Capital Programme (Externally Delivered)	37,050	44,470	7,420	142,386	159,775	17,389



Transport Delivery Overview & Scrutiny Committee

Date	11 December 2023
Report title	Update Report: City Region Sustainable Transport Settlement – Quarter 2 Financial Year 2022-23
Portfolio Lead	Transport - Councillor Mike Bird
Accountable Chief Executive/TfWM Director	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Carl Beet, Head of Transport Strategy & Planning email: carl.beet@tfwm.org.uk
Report has been considered by	N/A

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to:

- (1) Endorse the contents of this report, including:
 - (a) The status of the City Region Sustainable Transport Settlement change control application submitted to Department for Transport, set out at **Section 3**.
 - (b) The terms, process and content of the CRSTS 1 programme re-base submission approved by WMCA Board on 15th September 2023. This was in response to the DfT's 'once in a programme' opportunity to re-baseline the programme (**Section 4**).
 - (c) The M&E and reporting requirements associated with the City Region Sustainable Transport Settlement set out at **Section 5**.
 - (d) The Quarter 2 FY23-24 progress reported at **Section 6**.

- (e) The implications for the West Midlands of the announcement of Network North and CRSTS 2 set out at **Section 7**.

Purpose

- 1.1 The report is intended to provide Transport Delivery Overview and Scrutiny committee with an update on the £1.05Bn West Midlands City Region Sustainable Transport Settlement ('CRSTS') programme.
- 1.2 The purpose of this report is to:
- (a) Update on any key events that have an impact on the programme e.g. changes in guidance or advice from DfT;
 - (b) Outline the requirements for monitoring & evaluation (M&E) and reporting of the CRSTS programme; and
 - (c) Update on the progress made across the programme to date.

2 Overview of the CRSTS Programme

- 2.1 The Government's National Infrastructure Strategy committed to investments in local transport networks to improve productivity in our largest cities. The national CRSTS programme aims to deliver transformational change through investments in public and sustainable transport infrastructure in some of England's largest city regions through grant funding of £5.7bn over five years (2022/23 – 2026/27).
- 2.2 The CRSTS funding is aimed at achieving the following objectives:
- Driving growth and productivity;
 - Decarbonising transport; and
 - Levelling up services and areas.
- 2.3 The West Midlands submitted a programme level business case consisting of over 50 projects and programmes totalling an investment of over £1bn in transport improvements. This investment includes a government grant of £1.05bn along with £120.1m as a local contribution from WMCA and Local Authorities.
- 2.4 The CRSTS funding consolidates a number of historic funding sources (including highways maintenance) and provides a very welcome five-year planning and resourcing horizon.

3 CRSTS Change Control Submission

- 3.1 In February 2023 the WMCA Board approved the submission of a formal change control application to DfT which included bringing the Dudley Interchange project into the core delivery programme, which was previously funded by Transforming Cities Fund (TCF). The change control also requested flexibility to address cost pressures emerging on Rail Packages 1 & 2. This application was made in early February 2023 and following consideration by DfT Officials and Ministers a response was received on the 5th May 2023 approving the entry of Dudley Interchange into the CRSTS1 programme (subject to confirmation of how the financial implications of this will be managed in the overall programme).
- 3.2 Following further negotiations with DfT officials, approval of the inclusion of Rail Packages 1&2 into the programme was received on 22nd November.

4 CRSTS Rebase

Context

- 4.1 A number of CRSTS eligible MCA's raised that, given the high rate of inflation since the creation of the original programme, delivery of all of the outputs forecast in the initial programmes developed over 2021 and submitted in January 2022 will be unaffordable. In acknowledgement of this, the DfT and HM Treasury agreed to permit a one-time only re-base of CRSTS programmes across the country.
- 4.2 The following conditions were required to 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.
- 4.3 During the development of the re-base position, DfT supplied further guidance which permitted MCAs in receipt of CRSTS funding to over-programme their portfolio by up to 25% of their allocation.

Process

- 4.4 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.
- 4.5 The completed templates were submitted to WMCA to allow a West Midlands wide view to be developed. The information was consolidated and checked with further clarifications sought where required. Collaboration between Officers of all seven Local Authorities, TfWM and WMCA Finance has been undertaken to ensure that the total programme remains balanced and affordable, and that the balance of investment across the region remains consistent with that of the original programme. The revised programme was submitted to DfT in early October 2023.

4.6 DfT have acknowledged the receipt of our re-based CRSTS programme and we are expecting formal approval of the re-based programme in early 2024. Operationally we are now conducting business as usual on the basis of that re-based programme.

Key changes

4.7 As detailed above, the baseline CRSTS funding award totalled £1.050bn. In June 2023, WMCA Board approved the incorporation of £160.2m of additional costs into the CRSTS programme to accommodate project specific cost escalations. These escalations occurred due to the turbulent delivery environment, where material and labour costs / availability exceeded the estimates which were largely assembled before the onset of the pandemic and other significant macroeconomic events.

4.8 The £160.2m included the items contained within the DfT change request above plus other items approved by Board and the re-base provided the opportunity to formalise these with DfT. The incorporation of those costs into the programme gave a total re-based CRSTS1 programme value of £1.2102bn.

4.9 A summary of the changes put forward into the re-base is included below.

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

SUMMARY OF NET £ NIL CHANGES

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

4.10 With the exception of the £160.2m of items approved by Board, the remaining changes included in the re-base were cost neutral, albeit, in some cases, there is a reduction in delivery outputs over the CRSTS1 period.

4.11 The total post re-base programme cost totals £1.2102bn and represents an overprogramming of 15%, which is well within the 25% overprogramming limit stipulated by DfT and, as detailed above, is in line with the value agreed at WMCA Board in June 2023.

4.12 It should be noted that the resources receivable under CRSTS1 to March 2027 are fixed at £1.050bn. The ability to over programme to the value of £1.2102bn is made possible due to the announcements on Transport funding post March 2027 (CRSTS2) and the principle of WMCA essentially cash-flowing the works pending receipt of CRSTS2 payments was accepted by WMCA Board. There will, however, be a stock-take when CRSTS commitments reach £900m to ensure the assumptions underpinning the principles remain intact.

5 Monitoring & Evaluation and Reporting Requirements

5.1 In addition to it being good practice to regularly monitor programme performance, part of the funding conditions associated with the CRSTS allocation is that West Midlands Combined Authority, acting as the accountable body, is required to undertake M&E of the West Midlands programme.

5.2 The Department for Transport (DfT) require a quarterly update on programme progress via an Excel template and a fuller annual update containing updates on project progress. This annual update includes information on deliverables or key milestones and any changes to outputs or delivery start and end dates expected from projects within the programme.

5.3 WMCA submitted the Q2 FY23-24 update and annual report to DfT in early November 2023.

5.4 The quarterly update requires in-depth information on the programme covering aspects such as:

- Overall progress summary (at programme level);
- Delivery confidence assessment (at project and programme level);
- Programme level expenditure by funding source and financial quarter (both forecast and outturn);
- Details of local contributions achieved, by source;
- Details of project / programme change control requests and decisions;
- Progress against key milestones for each project;
- Key risks (at project and programme level); and
- Progress against outputs delivery and outcomes.

5.5 The level of detail requested by DfT for monitoring purposes for CRSTS is much more expansive than any recent funding streams and will require significant levels of engagement with, and information from, project teams.

5.6 DfT had recently issued a set of Terms and Conditions for CRSTS, and a formal Memorandum of Understanding had been issued for the WMCA S151 officer to sign and agree. This emphasised a number of key points including WMCA accountability for scheme costs incurred which are outside CRSTS funding allocations and the potential for CRSTS funding to be reduced if delivery is considered to be below required standards. This has been signed and agreed.

6 CRSTS Q2 FY23-24 Progress Update

- 6.1 The most recent round of updates from project teams has generally worked well as teams have become more familiar with reporting requirements.
- 6.2 A summary of the current capital Q2 FY23-24 position and forecast position is outlined below:

Programme Progress

- 2 (Sub-)Programme Business Case has been approved;
 - 12 Strategic Outline Cases have been approved;
 - 3 Outline Business Cases have been approved;
 - 10 Full Business Cases / Business Justification Cases have been approved;
 - 8 projects / programmes have reached delivery stage;
 - £503.6m of CRSTS funding has been approved as at 31st October 2023; and
 - £161.5m of expenditure incurred funded from the £1.05bn West Midlands CRSTS capital settlement as at 30th September 2023.
- 6.3 It should be noted that the cumulative amount of funding formally approved has been reduced by WMCA rescinding funding approved on 25th November 2022, totalling c. £3.2m, to accelerate project development. This decision was made after DfT released guidance and a Memorandum of Understanding clarifying the eligibility requirements in respect of early project development expenditure funded from CRSTS.

Programme progress highlights

- 6.4 Since the previous update report for Q4 2022-23, the following submissions have been approved:
- Coventry South Sustainable Transport – An SOBC submission to award £0.57m of CRSTS funding was approved by the CRSTS WMCA Executive Director on 5th May 2023
 - A449 Walk, Cycle and Bus Corridor – An SOBC submission to award £1.2m of CRSTS funding was approved by Statutory Officers on 11th August 2023. The funding will be released conditionally as follows: £0.1m immediately, £0.68m following further design and costing work and £0.43m contingency (if required).
 - Mobility Hubs and e-bikes – An SOBC submission to award £0.41m of CRSTS funding was approved by the CRSTS WMCA Executive Director on 3rd July 2023
 - A454 Walk, Cycle and Bus Corridor: Noose Lane to Pinson Road – An FBC submission to award £0.3m of CRSTS funding was approved by the CRSTS WMCA Executive Director on 13th July 2023
 - Park and Ride Estate Development: Tile Hill Delivery – An SOBC submission to award £0.4m of CRSTS funding was approved by the CRSTS WMCA Executive Director on 8th September 2023
 - A454 Walk, Cycle and Bus Corridor: Phase 3 – An SOBC submission to award £0.9m of CRSTS funding was approved by the CRSTS WMCA Executive Director on 29th September 2023
- 6.5 The funding approved from the £1.050bn West Midlands CRSTS programme totals £503.6m as at 31st October 2023. It should be noted that WMCA are required to maintain a 'soft contingency' of £100.00m of unapproved funding until the end of Year 3 of the programme, being 31st March 2025.

6.6 In addition to this, a “CRSTS stock take” is to be undertaken once cumulative commitments total £900m (as approved at WMCA Board on 15th September 2023).

Key risks

6.7 In the 2023/24 Q2 templates, scheme promoters were asked to identify their top risks and assign a category to each risk. The breakdown of risks across the programme, by type, is given in **Appendix 1**.

6.8 The most common types of risk across the programme are budget risks (22%), followed by schedule risks (16%) and operational risks (10%).

6.9 Key programme risks are summarised in the list below:

- Inflationary pressure may result in cost overruns or the need to reduce the scope of some projects or the overall programme.
- Public objection to projects which reallocate road space or prioritise bus and active travel over cars
- Over half of projects (58%) are currently reported to finish delivery in the final year of the programme with 35% reported to complete in the final quarter of the programme.
- Potential for problems with supply chain and simultaneous disruption on the network.

6.10 The reporting of projects as currently planned to deliver relatively late in the programme is due to the relatively early stage of development of many of the projects. Many projects have been dependent on the CRSTS funding programme commencing in order to be able to access capital development funding. It is therefore expected that the currently reported delivery profile will evolve. Work will be undertaken with scheme promoters to identify how schemes can be accelerated and the risk of delays mitigated.

6.11 Whilst the actual spend to date is strong and stands at c.£162m as at Q2 FY-24, it is less than the envisaged spend at this point based on the baseline for the CRSTS programme set at January 2023. In most cases, this is not currently considered unreasonable, especially given the circa 3-month delay during Year 1 allowing for the final funding programme business case approval by DfT and the release of funding. However, moving forward, increasing the delivery pace by all scheme promoters and work to bring forward activity and reduce the back-ended nature of the programme will be crucial to reduce the risk of CRSTS1 funding profiles being amended by the DfT.

6.12 WMCA are not presently forecasting expenditure to occur after the end of the current CRSTS settlement period but remain in regular dialogue with DfT so that they remain informed in respect of this risk.

Local Contribution

6.13 As a condition of the CRSTS funding, the West Midlands programme business case was required to demonstrate a commitment to provide match funding, derived from local sources, towards the programme.

- 6.14 The level of match funding expected to be required is c. £120m, representing approximately 15% of the region's CRSTS settlement (after the deduction of Highways Maintenance and Local Network Improvement Plan elements). It is important to secure the total amount of local contribution agreed over the five-year period to meet DfT funding terms and conditions. Promoters should be actively seeking contributions, in particular from the private sector, wherever possible.
- 6.15 The outturn local contribution is a metric that the Department for Transport are asking WMCA to report on. To date c. £6.5m of local contributions have been secured, though this could be amended in the future and is subject to potential re-financing.
- 6.16 As a result of the CRSTS re-base, the composition of the CRSTS local contribution is under review. There are numerous opportunities being explored across the region to help meet this target.

Programme forecast

- 6.17 A considerable number of projects are still very early in their development cycle, this means that there is a degree of uncertainty in some of the forecasts presented in this update report.
- 6.18 It is envisaged that as more engagement takes place with project teams and as projects become more mature, timescales and funding profiles are likely to change and become more certain.
- 6.19 As such it would be inadvisable to rely solely on this programme update for use as a baseline against future programme performance.

Anticipated progress during Q3 FY 23/24

- 6.20 Based upon the latest information provided by scheme promoters the following milestones were expected in the remainder of Q3 of FY 23/24:

Submission expected	Project	Business Case Stage
Nov-2023	A454 Walk, Cycle and Bus Corridor: East Park active travel	SOBC
Nov-2023	Selly Oak to Longbridge Segregated Cycling	SOBC
Nov-2023	Black Country Walking and Cycling Package	SOBC
Dec-2023	Dudley Port ITH - Phase 1 and Phase 2 Development	BJC
Dec-2023	East Birmingham to Solihull Corridor: Damson Parkway active travel / Sprint improvements	FBC
Dec-2023	East Birmingham to Solihull Corridor: Bus Priority	OBC
Dec-2023	East Birmingham to Solihull Corridor: Damson Parkway active travel / Sprint improvements	OBC
Dec-2023	A454 Walk, Cycle and Bus Corridor: Phases 1 & 2	OBC
Dec-2023	Multi-modal Access to HS2 Enhancement.	SOBC

Submission expected	Project	Business Case Stage
Dec-2023	City Centre Active Travel Connections to Interchange: City Centre Active Travel Connections to Interchange Phase 2	SOBC
Dec-2023	UKC - Solihull - Dorridge Bus Priority	SOBC
Dec-2023	ULEV Infrastructure: ULEV - Rest of West Midlands	SOBC

7 Network North and CRSTS 2

Background

- 7.1 The Government announced on 4 October 2023 that parts of the HS2 scheme were to be cancelled. These changes to the scope of HS2 means that Phase 1 will be completed between London (Old Oak Common) to Birmingham and with a rescoped Euston station which will require a private consortium to invest in its completion. Phase 1b to Crewe would be removed and the HS2 line would reconnect to the existing West Coast Mainline at Handsacre to provide rail connectivity North.
- 7.2 The Prime Minister's statement highlighted that all of the £19.8bn committed to the northern leg of HS2 will be reinvested in the North and £9.6bn committed in the Midlands will be invested in the Midlands. A saving from the rescoped Euston station of £6.5bn will be reinvested across the Country. This funding is to be reallocated to other significant and important projects in the Midlands and North of the Country as part of a new £36bn plan to improve the country's transport. These changes were covered in the Network North document published on the same day and which indicated how this funding will be allocated and provides indicative timelines for delivery.
- 7.3 This funding is to be shared across City Regional Sustainable Transport Settlements (CRSTS), Bus Service Improvement Plans (BSIP's), local highway maintenance, the Major Road Network, Large Local Majors Programme (MRN/LLM) and the newly created Local Integrated Transport Settlements (LITS) for places not in combined authority areas. In addition to this, funding will be allocated to the Midlands Rail Hub for both scheme development and delivery.

Impact on CRSTS

- 7.4 On the 4th of October the Department of Transport (DfT) also published the changes to CRSTS allocations providing information with regards to the uplift of CRSTS 2.
- 7.5 In the Prime Minister's statement, it was stated that £100m would be made available within CRSTS 1 to the WMCA to support the delivery of existing metro extensions including the full scheme for Wednesbury to Brierley Hill High Street with some being available for Birmingham Eastside Extension as well as funding for Arden Cross located around the HS2 station in Solihull.

- 7.6 This funding is in addition to the £1.05bn of capital funding allocated for CRSTS 1 for the period 2022/23 -2026/27. The indicative amount for CRSTS 2 for the period of 2027/28 to 2031/32 is a total of capital and revenue increased from a baseline figure of £1.566bn to £2.648bn. An additional allocation of just over £1bn has therefore been provided additionally as a direct reinvestment of HS2 funds. £250m of this funding will be available early as revenue funding and will be made available during CRSTS1 period to support network stability to enhance the outcomes of CRSTS investment in public transport.
- 7.7 The allocations to CRSTS2 provide the confidence to over-programme CRSTS1 as detailed above thereby ensuring delivery of strategically important schemes in the current programme. Whilst CRSTS1 funds are not expected to be within the scope of the Single Settlement, CRSTS2 funds are expected to fall within the scope / arrangements of the Single Settlement. The allocation of available CRSTS2 funds will therefore follow the arrangements including the overarching functional and place-based strategies with relevant consultation / influence over the programme from Local Authority stakeholders and approval by WMCA Board.

8 Financial Implications

- 8.1 There are no additional budgetary implications as a result of the recommendations within this report being approved.
- 8.2 The report outlines the baseline CRSTS1 resources of £1.050bn and the current commitments of £1.2102bn against those resources. WMCA Board agreed in June 2023 the principle of over-programming against CRSTS1 with CRSTS2 resources being used to fund the over-programmed value once these are received.
- 8.3 Whilst government agreed to provide additional resources to WMCA under the Network North announcement, some of which will be received prior to March 2027 (being the end date for CRSTS1), these resources are earmarked for specific purposes (Wednesbury to Brierley Hill Metro and Arden Cross).
- 8.4 Any unallocated CRSTS2 resources will be deployed in line with arrangements used to deploy the single settlement with appropriate input from Local Authority stakeholders and approvals being sought by WMCA Board.

9 Legal Implications

- 9.1 There are no legal implications as a result of the recommendations within this report.

10 Equalities Implications

- 10.1 There are no equalities implications as a result of the recommendations within this report.

11 Inclusive Growth Implications

- 11.1 There are no inclusive growth implications as a result of the recommendations within this report.

12 Geographical Area of Report's Implications

12.1 There are no geographical implications as a result of the recommendations within this report. The CRSTS Programme comprises an array of projects throughout each of the seven West Midlands constituent member areas. These programmes also have implications for some non-constituent areas and the wider local area beyond the constituent member regions.

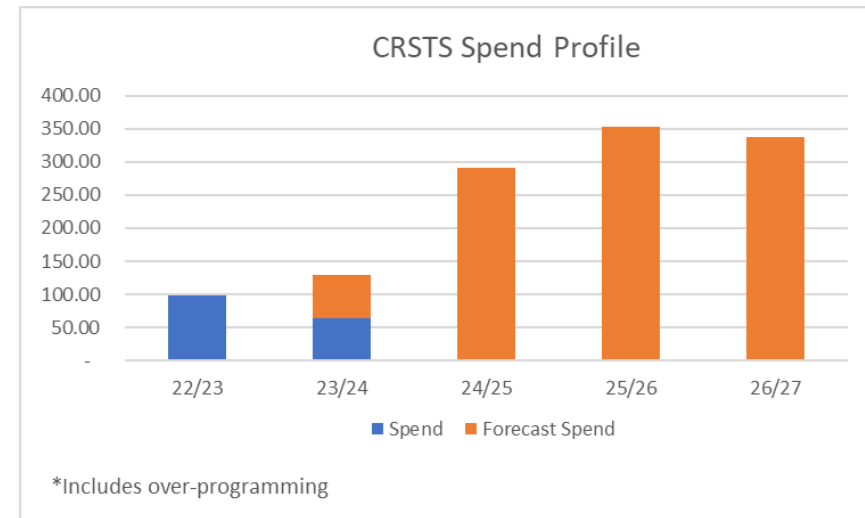
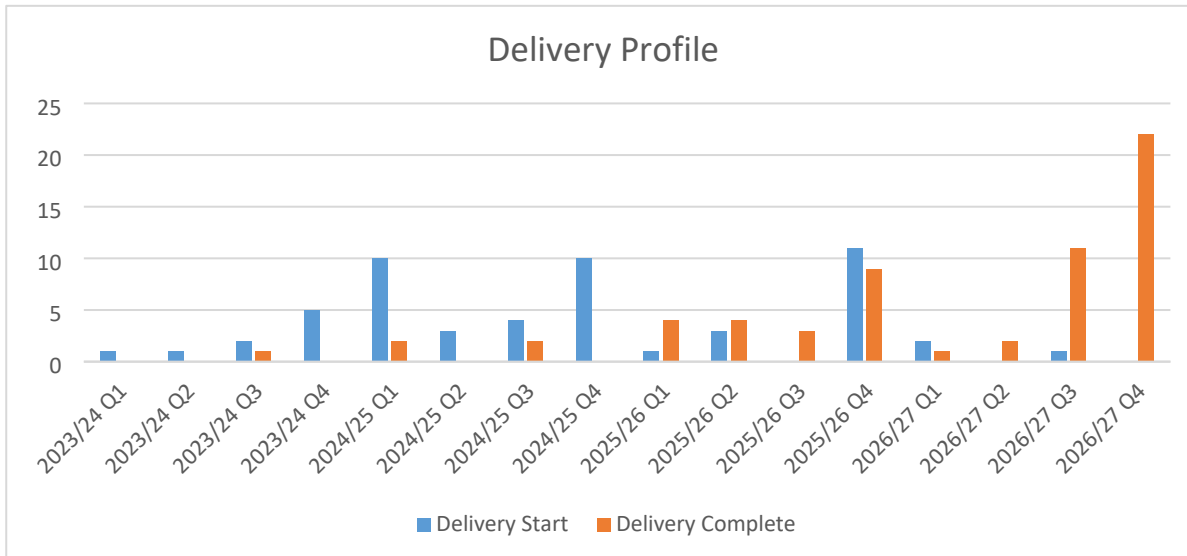
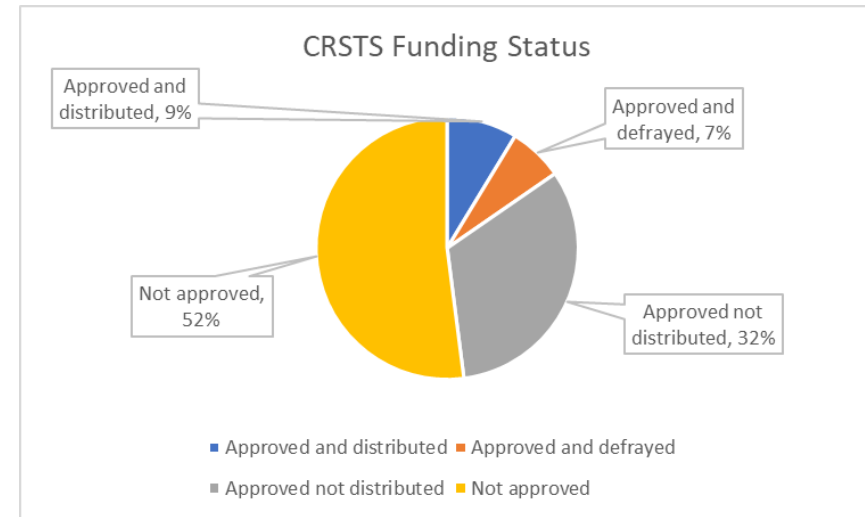
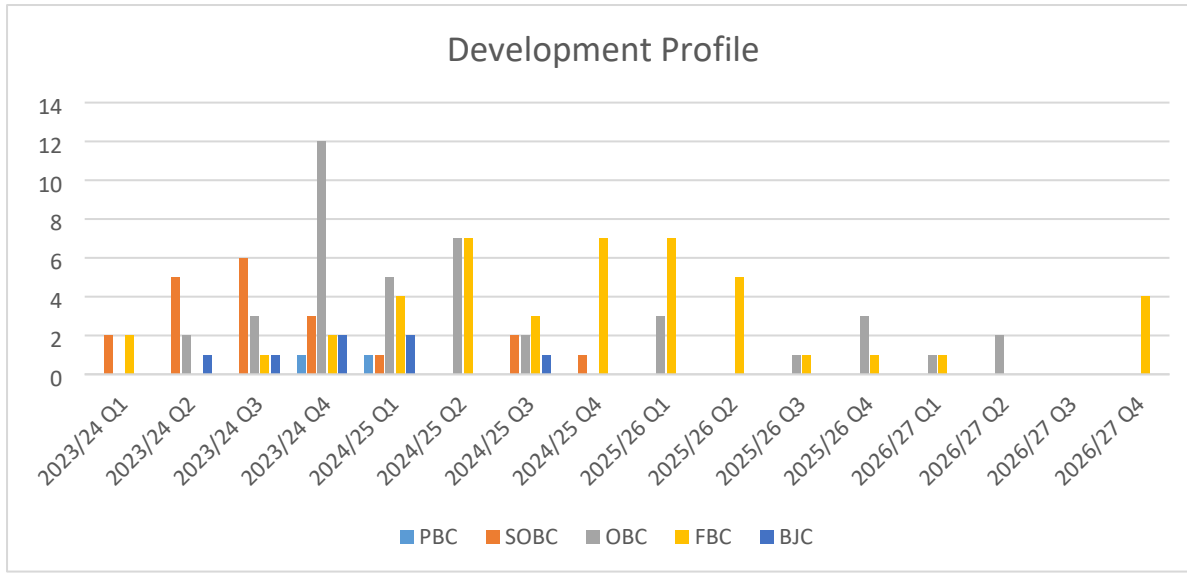
13 Other Implications

13.1 Not applicable.

14 Schedule of Background Papers

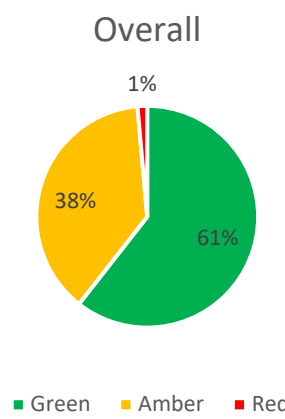
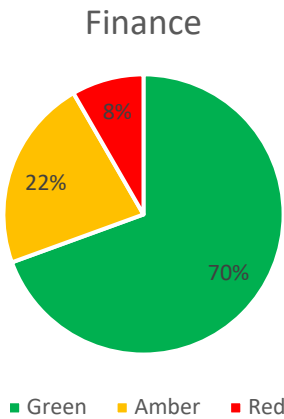
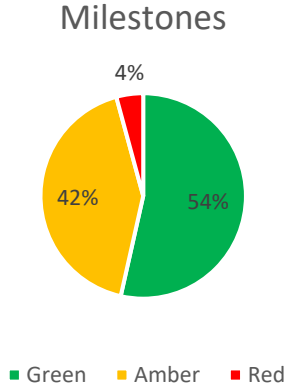
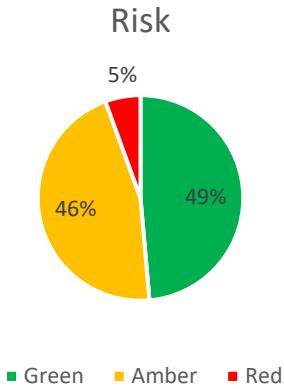
14.1 Appendix 1 – CRSTS Reporting Charts

APPENDIX 1: CRSTS Reporting Charts





Programme RAG Status



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Transport Delivery Overview & Scrutiny Committee

Date	11 December 2023
Report title	Member Engagement Groups - Progress Report
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Pete Bond, Director of Integrated Transport Services email: pete.bond@tfwm.org.uk
Scrutiny Champions	Air Quality, Congestion & Environmental Impact - Councillor Ian Ward Finance & Performance - Councillor Pervez Akhtar Passenger First - Councillor Carol Hyatt Passenger & Road Safety - Councillor David Stanley Rail, Metro & Sprint - Councillor Tim Huxtable Sustainability & Active Travel - Councillor Martin McCarthy

Recommendation(s) for action or decision:

The Transport Delivery Overview & Scrutiny Committee is recommended to consider:

- (1) The Rail, Metro & Sprint MEG recommendation that an update on the cancellation of HS2 north of the West Midlands be presented to a future meeting of this committee.
- (2) The Passenger First MEG recommendation that, as a result of only two Birmingham-based home language stations being used to share information, the use other local home language radio stations be considered by Transport for West Midlands.

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. Part of these arrangements include six Member Engagement Groups, which 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.

Member Engagement Groups Meeting Updates

3. An update from Member Engagement Groups that have met since the last meeting of the committee is set out below:
 4. **Rail, Metro & Sprint** – 13 November (Councillor Tim Huxtable)
4. The Rail Metro & Sprint MEG met on Monday 13 November.

- **Highlights and Performance**

Presentations were provided by Toby Rackliff from WMRE regarding:

- The implications of the announcement by the Government to cancel the northern leg of HS2 (Birmingham to Manchester) and uncertainty over delivery of HS2 Euston Station
 - An update on Midlands Rail Hub following the Network North announcement, which should mean the project goes ahead with greater involvement in scheme governance for WMRE on behalf on WMCA. However, Midlands Rail Hub East will need to reconsider additional options for improved Birmingham – Nottingham connectivity following the cancellation of HS2 to the East Midlands
5. Toby Rackliff also provided an update on the ticket office staffing proposals consultation, where it was reported that, following objections from Transport Focus (which managed the consultation process) to every single train operator proposal, the Government had instructed operators not to proceed. Whilst positive news in the short-term, it was noted that:
 - The outcome could make reform of station staffing (which might be beneficial to passengers) more difficult to achieve in future.
 - The Government was still seeking operating cost reductions from train operators and the decision could increase pressure for savings to be made elsewhere.
 6. On the Rail Programme, Members heard from Liz Baker (WMRE), who updated on University station, which is nearing completion with work due to start imminently on passenger drop-off area and service layby.

7. At Darlaston and Willenhall (Package 1), the contract with Keir Group has been successfully novated from Buckingham Group, which went into administration in September. Keir Group have done have begun work at both sites and ground works commenced last week.
8. At Kings Heath, Moseley Village, and Pineapple Road (Package 2), the detailed design is due to be finished in early 2024 and the early construction works are progressing well. There was a health and safety incident at Kings Heath w/c 6 November and as a result of this, work has temporarily been paused at the site whilst the investigation is underway.
9. At Aldridge station, intrusive surveys are being undertaken at the site early to understand the ground risk at an early stage. The team are exploring the options for Network Rail to deliver the station on behalf of WMRE

- **Challenges and Risks**

The group noted the constraints the cancellation of HS2 Phase 2 posed due on future improvement of local train services between Birmingham, Wolverhampton and Walsall as well as on longer distance connectivity to the North West and Scotland.

Progress on the delivery of the new stations will continue to be monitored.

- **Recommendations**

It is recommended that an update on the cancellation of HS2 north of the West Midlands be presented to a future meeting of this committee.

10. The next meeting of the Rail, Metro & Sprint MEG will be held in 18 December.

Passenger & Road Safety – 14 November (Councillor David Stanley)

11. The Passenger & Road Safety MEG met on Tuesday 14 November.

- **Highlights & Performance**

Passenger Safety:

- Year to date crime across the public transport network decreased 21.4% compared to 22/23 figures.
- Against last month, West Midlands force crime has increased by 5.4%.
- Bus crime decreased during the past month with 370 crimes (-18.3%).
- Train crime decreased last month with 133 crimes (-27.7%).
- Metro crime decreased with 6 crimes last month (36.4%).
- Anti-Social Behaviour, the number of incidents reported an increase from 325 to 425 (which were mainly vaping reports).

- There were 19.8 million passenger journeys made by bus in that time period and approx. 4.8 million train passenger journeys, and 700,000 tram passengers.

Road Safety:

- It appears that at this stage in October, six reported road traffic fatalities and eight serious reported injuries occurred, with two notable hit-and-run incidents, although validation from West Midlands Police is still required. Two of the incidents above involve cars failing to stop for the Police.
- Walsall, Birmingham and Coventry have all received their Designation Orders to implement their plans to enforce moving traffic contraventions. All remaining local authorities have now submitted their applications to the Secretary of State for the powers to enforce moving traffic contraventions. Designation Orders expected in March 2024.
- Regional Road Safety Action Plan: We are about to begin engagement with the public and community groups to validate some of the long-list of actions in preparation for formal consultation in February 2024.
- Average Speed Enforcement and management: We are working with all local authorities and West Midlands Police to agree a new working model for average speed enforcement operations. A recommendation is currently being considered by all partners which will be finalised and brought through the governance process in January 2024. The aim is to have a new Operational Working Agreement in place from 1 April 2024.
- Safer Travel Plan: the Safer Travel Plan comes to an end in March 2024. The new Plan will be based around four key themes: **Feel Safer**: Passengers and Staff feeling safe; **Be Safer**: The network is a safe place for passengers and staff; **Stay Safer**: Implementing sustainable long-term approaches that improve safety; and **Connected Network**: Harnessing the partnership technology resources to maximise the impact of activities.
- The Plan will be brought back to the MEG / TDOSC in June 2024, and will be launched in autumn 2024.

- **Challenges & Risks**

There were no noted challenges and risks this meeting.

- **Recommendations**

There were no recommendations.

Air Quality, Congestion & Environmental Impact – 28 November (Councillor Ian Ward)

12. The Air Quality, Congestion & Environmental Impact MEG will meet on Tuesday 28 November.

- **Highlights & Performance**

The 28 November agenda for the MEG meeting had the following items:

- Update on Defra review of Euro VI Bus Retrofitting scheme
- Draft Local Transport Plan Area Strategies update
- University of Birmingham WM-Air Presentations:
- Air quality and public health, and ideas to reduce air pollution
- The role of green infrastructure in reducing exposure to air pollution

- **Challenges & Risks**

The agenda items will highlight areas where transport improvements can be made to improve air quality, and challenges and risks related to their implementation.

- **Recommendations**

Any formal recommendations from the MEG will be developed to be included in the 22 January 2024 TDOSC Member Engagement Groups - Progress report.

Finance & Performance – 28 November (Councillor Pervez Akhtar)

13. The Finance & Performance MEG met on Tuesday 28 November.

- **Highlights & Performance**

Members were taken through a presentation that set out the key funding announcements for the Midlands contained in the Network North paper issued by the Government in October following the announcement of the cancellation of the northern leg of HS2. Key revenue announcements were an additional £16.6m of BSIP funds for 2024/25 and £250m of revenue funding over the next 5 years for network stabilisation. Updates were also given on the range of capital funds due to flow to the region including indicative allocations for CRSTS 2. It was noted that further detail would be reported to members as it became available.

The news of the funding was welcomed and it was recognised that this would bring opportunities for transport over the short, medium and long term.

It was also noted that members had been invited to a 2024/25 budget scrutiny prep session on 1 December to help them prepare for the Mayoral budget Q&A session on 14 December.

- **Challenges & Risks**

No specific challenges or risks were identified in this meeting.

- **Recommendations**

None.

14. The next meeting of the Finance & Performance MEG is on 16 January.

Passenger First – 15 November (Councillor Carol Hyatt)

15. The Passenger First MEG met on Wednesday 15 November.

- **Highlights & Performance**

The group received a communications update, including details of the “AnyBus” campaign. Members were made aware of the different media channels and reach of the campaign since the last update. Of note was to highlight that nBus sales had grown considerably. Details of the upcoming winter campaign were also presented and agreed to be shared with Members.

The group received a presentation to update on the Dudley Interchange works, including details of slight changes to the design and that proposed static shops on the site will not now go ahead, but will be replaced by pop-up shops on the concourse. Information was also provided on the plans for alternative bus stops during the closure.

An update on BSIP Network Support Grant and BSOG+ funding was given, with the group advised that due to the value of the grants there was a need to go through the subsidy control process overseen by the Competition and Markets Authority. The submission has been made to the Subsidy Advisory Unit to scrutinise our plans to ensure all is acceptable. Currently in a 4-week review period with the outcome due on 22 November, followed by 5-day standstill period, after which, from 27 November it is hoped that we will be in a position to inform operators and make the payments due to them for period 1 July to 31 December 2023, to be followed by payments every 4 weeks. Terms and conditions associated with this funding includes maintaining a stable bus network until 31 December 2024. Therefore, not expecting any significant service changes, other than business as usual changes, until January 2025.

TfWM have started discussions with National Express and other bus operators on bus network options from January 2025. However, the absolute focus within the next 12 months is to grow patronage to ensure the network is sustainable as continued funding at similar levels is extremely unlikely.

Members were then provided with an update on the Coventry Demand Responsive Transport trial, which had seen Ring and Ride and West Midlands On Demand merged into one ‘co-mingled’ service across Coventry and into Warwickshire. The expanded area of operation, covering Warwick Parkway, Kenilworth, a campus in Wellesbourne and Leamington Spa was funded by the University of Warwick. Future Mobility Zone grant for this service has now finished and we are no longer receiving any funding from the University of Warwick. The MEG were provided with some proposed changes to the service to make it sustainable within the available budget to end of March 2024 which were endorsed.

- **Challenges & Risks**

Communications: Members asked for more details on the reach of the radio campaign and asked that we explore local language stations across the area. In response, members were advised that the Race Equalities Taskforce has met with the Bus Alliance Board and a commitment has been made to better understand and engage in this area. Concerns were also raised that whilst the marketing campaign looks good, the major problem is that the service currently provided by some operators is not reliable enough. A further challenge was made to ask if there was more we could do around explaining why there are delays and getting better at sharing this information with passengers.

Dudley Interchange: Concern was noted about the disruption the closure of the bus station, combined with the Metro works will bring to traders in Dudley town centre. To mitigate this, members were advised that the proposed temporary bus stops would aim to bring customers further into the centre of the town, therefore minimising any disruption to local businesses. Concern was also raised about buses driving in and reversing out of passenger bays, these were allayed through an understanding that although this arrangement is new to the West Midlands it is in common use in other areas of the country, with this model bringing many passenger and safety advantages as well as having the advantage of reducing the footprint of the site. Members requested a site visit to a bus station operating a similar service to view the operation.

West Midlands on Demand: The main complaint that Coventry members receive is that students are taking the most journeys leaving it very hard for other users to book a trip. Members also asked to receive further updates in due course.

- **Recommendations**

As a result of only two Birmingham based home language stations being used to share information, using other local home language radio stations was recommended.

16. The next meeting of the Passenger First MEG will be held on Wednesday 3 January 2024.

Sustainability & Active Travel – 21 November (Councillor Martin McCarthy)

17. The Sustainability & Active Travel MEG met on Tuesday 21 November.

- **Highlights & Performance**

The MEG received a presentation from Philip Havenhand, Active Travel Implementation Lead, TfWM and Pete Howarth, Technical Support, TfWM.

The presentation outlined a £335m investment in active travel from 2020 - 2027. Unprecedented opportunities exist for achieving step change if we can begin to address the timing and project delivery issues that currently stymie many fully funded projects across the region. The ambition is to increase segregated cycle lanes from 17 miles to a network of 60 miles by 2027 and from 21 'school streets' to 33 by 2024.

Local Transport Note (LTN)1/20 sets out design guidance and standards that should be adhered to, enabling safe cycling and walking. The TfWM workforce includes technical support to enable high quality schemes to be developed within the region and it is crucial to collaborate closely with Local Authorities who are the delivery bodies for the majority of schemes.

Active Travel England (ATE) work closely with TfWM and the local authorities and sit within 16 Summer Lane for part of the week. The WMCA is highly regarded by ATE and has a current capability score of 3 which is the highest current level across authorities in England.

'School streets' were highlighted as a cross cutting area demonstrating benefits for both air quality and pupil well-being.

Coventry have had particular success in Active Travel infrastructure delivery. The MEG were joined by Pete Howarth who designed Binley Road cycle way. Pete works for Coventry for 4 days and TfWM for 1 day per week. Monitoring and data collection is ongoing for the Coventry Cycleways.

- **Challenges & Risks**

Changing delivery time scales have meant the programme is delayed and has never been in the ideal position of having 'shovel ready' schemes in line with the awarding of funding.

Roadblocks to delivery were outlined by TfWM as: design quality, consistency, public support and improving joint working.

- **Recommendations**

The Chair and members are interested in setting up a task and finish group to better understand the roadblocks that slow delivery of these projects. The task and finish group would undertake an Active Travel Programme current state mapping exercise and a future state map in order to identify the gaps and any powers that may be required.

Officer resource was identified as a key challenge to supporting this, we may be able to examine the potential for undergraduate and post graduate development personnel being integrated into the process to support progress. The Chair suggested we could influence the work of WMCA workforce at university. Another member added that universities across the West Midlands could incorporate this into their studies. Mark Corbin will explore this idea with the Transport Skills Academy.

Councillor Huxtable asked TfWM to consider quick wins which he had sent to Philip Havenhand by email. He mentioned specifically a ford that causes issues for school children at a specific school in his ward. Better street lighting would make a difference. Solar stud wayfinding lights had been used 2007 but has not been continued. The Chair mentioned an idea of park and stride/safe route to school. All parties agreed geographical context is a better way to consider making improvements, irrespective of the source of the funding.

18. The next meeting of the Sustainability & Active Travel MEG will be held on Tuesday 9 January.

Strategic Aims and Objectives

19. 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

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

Legal Implications

21. 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

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

Equalities Implications

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

Inclusive Growth Implications

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

Geographical Area of Report's Implications

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

Other Implications

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

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TRANSPORT DELIVERY OVERVIEW & SCRUTINY COMMITTEE WORK PROGRAMME

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Mayor's Question Time: Proposed Draft Budget 2024/2025		14 December			
Response from the Portfolio Lead Member for Transport	To consider the response from the Portfolio Lead for Transport in respect of matters raised by this committee at the Q&A on 30 October.	22 January	Review and Comment	Lyndsey Roberts	No
Ring & Ride Operating Model	To review and comment on the work undertaken in relation to the Ring and Ride new operating model	22 January	Review	Steve Hayes	No
Pre-Decision Scrutiny: Local Transport Plan	To consider and comment on the draft area strategy and implementation plan(s)	22 January	Consider	David Harris	No
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as	22 January	Consider	Janna Simpson	No



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
	part of each Member Engagement Group				
Financial Monitoring Report	To consider the latest financial position	22 January	Consider	Kate Taylor	No
Deeper Devolution Deal Transport Implementation Plan update	Deeper Devolution Deal Transport Implementation Plan Progress Report	26 February	Consider	Adam Harrison	No
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	26 February	Consider	Janna Simpson	No
Pre-Decision: West Midlands Ring & Ride and Demand Response Transport Service	To report on the proposed outcome of the introduction of the revised target operating model of the West Midlands Ring & Ride and Demand Responsive Transport Service prior to WMCA Board	July 2024	Consider	John Hayes	No



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Pre-Decision: Regional Road Safety Strategy Action Plan	To comment on the draft action plan prior to its formal approval by WMCA Board	July 2024	Review and Comment	Darren Divall	No
Deeper Devolution Deal Transport Implementation Plan update	Deeper Devolution Deal Transport Implementation Plan Progress Report	July 2024	Consider	Adam Harrison	No
CRSTS Quarterly Report	To review the performance of the capital delivery programme	July 2024	Review and Comment	Carl Beet	No
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as part of each Member Engagement Group	September 2024	Consider	Janna Simpson	No
CRSTS Quarterly Report	To review the performance of the capital delivery programme	October 2024	Review and Comment	Carl Beet	
Member Engagement Groups - Progress	To consider the performance, challenges and risks discussed as	December 2024	Consider	Janna Simpson	No



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
	part of each Member Engagement Group				
CRSTS Quarterly Report	To review the performance of the capital delivery programme	January 2024	Review and Comment	Carl Beet	No
Deeper Devolution Deal Transport Implementation Plan update	Deeper Devolution Deal Transport Implementation Plan Progress Report	February 2024	Consider	Adam Harrison	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 17 November 2023	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
WMCA Financial Monitoring Report - November 2023 To provide an update on the latest financial position	WMCA Board 17 November 2023	Open	Councillor Bob Sleight Finance Portfolio Lead	Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant
Investment Zone and Levelling Up Zone Governance To consider governance arrangements supporting the region's Investment Zone and Levelling Up Zone proposals.	WMCA Board 17 November 2023	Open	Councillor Stephen Simkins Economy & Innovation Portfolio Lead	Jonathan Gibson Head of Policy & Public Affairs
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.	WMCA Board 17 November 2023	Open	Councillor John Cotton Environment, Energy & HS2 Portfolio Lead	Jacqueline Homan Head of Environment

<p>WMCA Homelessness Taskforce: Update and Key Priorities The purpose of this paper is to update and engage WMCA Board members on the current work programme and priorities of the WMCA Homelessness Taskforce.</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor Kerrie Carmichael Inclusive Communities Portfolio Lead</p>	<p>Neelam Sunder Senior Programme Manager - Homelessness</p>
<p>HS2 / 'Network North' Update and Implications To consider further details on the economic implications of HS2 not going to Manchester, the package of proposed alternative transport projects and funding governance arrangements.</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	<p>Anne Shaw Executive Director of Transport for West Midlands</p>
<p>Birmingham Eastside Extension position paper on scheme and next steps</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	<p>Marilyn Grazette Programme Sponsor</p>
<p>New Stations Package 1 Update Paper to update the Board on the impacts of the novation to a new contractor for the Package 1 New Stations contract.</p>	<p>WMCA Board 17 November 2023</p>	<p>Open</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	<p>Liz Baker Strategic Sponsor</p>
<p>Regional Activity & Delivery Update To receive an update on the latest activities of the WMCA.</p>	<p>WMCA Board 12 January 2024</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Laura Shoaf Chief Executive of the West Midlands Combined Authority</p>
<p>Draft WMCA 2024/25 Budget To consider the draft WMCA budget for 2024/25.</p>	<p>WMCA Board 12 January 2024</p>	<p>Open</p>	<p>Councillor Bob Sleight Deputy Mayor</p>	
<p>State of the Region State of the Region for the West Midlands in 2024</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Si Chun Lam Head of Research, Intelligence and Inclusive Growth</p>

<p>Health of the Region To consider an update report reviewing the health of the region.</p>	<p>WMCA Board 12 January 2024</p>	<p>Open</p>	<p>Councillor Izzi Seccombe Wellbeing Portfolio Lead</p>	<p>Julia Cleary, Mubasshir Ajaz Head of Corporate Support & Governance, Head of Health and Communities • Strategy, Integration and Net Zero</p>
<p>Ring & Ride Update To provide an update on the latest activity.</p>	<p>WMCA Board 12 January 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	<p>Pete Bond Director of Integrated Transport Services</p>
<p>HS2 Update Report Report provided to give an update following the Governments decision to cancel HS2 Phases 2a & 2b</p>	<p>WMCA Board 12 January 2024</p>	<p>Open</p>	<p>Councillor John Cotton Environment, Energy & HS2 Portfolio Lead</p>	<p>Craig Wakeman Head of Transport Implementation</p>
<p>West Midlands Digital Roadmap 2024-2027 This is the update WMCA's initial Digital Roadmap that was developed in 2021. The SENZ directorate are producing an update to the Roadmap which reflects how the WMCA has heightened its ambitions for for digital and how it will work with partners to overcome regional challenges and take advantage of existing and emerging opportunities.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor Patrick Harley Culture & Digital Portfolio Lead</p>	<p>Mike Lewis Strategic Lead – West Midlands Digital Roadmap</p>
<p>Constitution To seek delegated authority to update the constitution as a result of the transfer of Police & Crime Commissioner powers to the WMCA in May 2024.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Helen Edwards Director of Law and Governance</p>

<p>Skills Funding To consider the latest position regarding skills funding.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor George Duggins Skills & Productivity Portfolio Lead</p>	<p>Dr. Fiona Aldridge Head of Insight & Intelligence</p>
<p>WMCA's Overview & Scrutiny Committee and Transport Delivery Overview & Scrutiny Committee - Progress Update To provide a quarterly summary of the activity of work of the WMCA's overview and scrutiny function, as required by the Deeper Devolution Deal.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Andy Street Mayor</p>	<p>Lyndsey Roberts Scrutiny Officer</p>

The Forward Plan

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

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

Page 80 What is a key decision?

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

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

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

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

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

Councillors or members of the public wishing to:

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

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

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