



## Transport Delivery Overview & Scrutiny Committee

**Date:** Monday 22 January 2024  
**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 Robert Tromans	Warwickshire County 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  
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# AGENDA

No.	Item	Presenting	Pages
<b>Items of Public Business</b>			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable 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 11 December and 14 December 2023 (including action log)	Chair	1 - 12
5.	Question Time Policy & Delivery: Response from the Portfolio Lead Member for Transport to the observations presented to the WMCA Board on 17 November 2023	Chair	13 - 16
6.	The Role of Green Infrastructure in Urban Design for Air Quality and Climate Resilience	Jake Thrush	17 - 42
7.	West Midlands Local Transport Plan - Area Strategies and Implementation Plan Development Update	David Harris	43 - 54
8.	Ring and Ride Target Operating Model	Steve Hayes	55 - 60
9.	Capital Delivery Programme: Update Capital Performance Report	Jenni MacKenzie	61 - 70
10.	Member Engagement Groups – Progress Report	Chair	71 - 80
11.	Work Programme a) Transport Delivery Overview & Scrutiny Committee Work Programme b) WMCA Forward Plan	Lyndsey Roberts	81 - 94
<b>Date of Next Meeting</b>			
12.	Monday 26 February 2024 at 1:00pm	Chair	None



## West Midlands Combined Authority

### Transport Delivery Overview & Scrutiny Committee

Monday 11 December 2023 at 1.00 pm

#### 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 Aqeela Choudhry	Sandwell Metropolitan Borough Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Saddak Miah	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council

##### In Attendance

Dan Essex	Governance & Scrutiny Manager
Councillor Barbara McGarrity (joined by MS Teams)	City of Wolverhampton Council
Lyndsey Roberts	Statutory Scrutiny Officer
Anne Shaw	Executive Director of Transport for West Midlands

##### Item No.

##### 40. Inquorate Meeting

This meeting was inquorate and therefore any decisions taken at the meeting would be submitted to the WMCA Board on 12 January 2024.

##### 41. Apologies for Absence

Apologies were received from Councillor Amo Hussain, Councillor Alan Taylor, Councillor Narinder Kaur Kooner, Councillor Emma Marshall and Councillor Ian Nellins.

##### 42. Declarations of Interest

No declarations of interest were received.

**43. Chair's Remarks**

The Chair addressed the committee regarding the scrutiny protocol, and acknowledged its assurance that the committee was on the right path but emphasised the need for continued improvement. He directed the committee to focus on refining its processes. He also noted that the last two meetings were inquorate, and encouraged all committee members to attend all meetings or send a substitute if they were able to. The Chair asked the committee to recognise the importance of their presence for more effective decision-making.

Councillor Mary Locke submitted a petition on behalf of Councillor K Scott and Councillor R Pocock, with a request for it to be forwarded to National Express promptly. The petition urged National Express to provide additional buses for pupils at John Wilmott School and Fairfax School, ensuring their timely commute to and from school and requested Birmingham City Council's support for the initiative.

**44. Minutes - 30 October 2023**

The minutes of the meeting held on 30 October 2023 were agreed as a correct record. It was agreed that the action log would be updated to include actions that have been completed, along with the respective dates of completion.

Resolved:

The minutes and actions be agreed.

**45. HS2: Cancellation of Phases 2a, 2b and HS2 East**

The Strategic Lead for Rail Policy provided an update on the HS2 programme, following the Government's announcement on 4 December in respect of the cancellation of the HS2 line north of Birmingham.

In response to a query from Councillor Carol Hyatt, members discussed capacity on the network and the feasibility of accommodating more than three trains per hour at bottleneck areas on the network.

Highlighting the potential for unlocking new stations in the Solihull and Castle Vale and Castle Bromwich area, Councillor Timothy Huxtable suggested examining the Midlands Rail Hub and new station proposals to envision a broader improvement of the region. Councillor Pervez Akhtar expressed concern about the loss of speed and capacity, and the implications that this would have for economic growth.

Resolved:

(1) The report was noted.

(2) A further report be submitted to a future meeting of the committee when there was greater clarity regarding the funds available for rail improvements following the cancellation of HS2 north of Birmingham.

#### **46. Future Bus Policy Delivery Options - Update**

The Director of Integrated Transport Services and the Head of Network Transformation sought views from the committee on the ongoing bus options work. The Head of Network Transformation presented an update on the Enhanced Partnership Scheme, offering the committee a comprehensive background and overview. He reported that the scheme involved evaluating the existing Enhanced Partnership Scheme, conducting a Full Franchising Assessment, and considering municipal bus company operations, particularly those that existed before the deregulation of bus services in 1986.

Councillor Carol Hyatt enquired about the funding sources for subsidised bus services over the next five years. The Head of Network Transformation clarified that the assessment had a long-term perspective, and ongoing discussions were addressing the source of short-term funding.

The Chair enquired about the involvement of the committee in the recommendations and the Director of Integrated Transport Services confirmed that all full business cases would be brought to the committee for scrutiny. The Chair requested that lessons learned be incorporated into the update, and an outlined timetable would be shared with Governance Services for further discussion and dissemination to members. Councillor Timothy Huxtable encouraged officers to include the Bus Alliance in their considerations.

Councillor David Stanley expressed concern about the services being experienced by customers. The Director of Integrated Transport Services provided assurance that efforts were being made in this area to mitigate issues. The Chair acknowledged the commendable service by other operators under challenging circumstances and highlighted the commitment to addressing challenges and seeking improvements in the bus services, acknowledging the perspectives and concerns raised by committee members.

Resolved:

- (1) The progress being made in considering future options for delivering bus services in the region be noted.
- (2) The timetable for completing the Full Franchising Assessment in preparation for a decision to progress further to audit and consultation by the WMCA Board in July 2024 be noted.
- (3) The progress made through existing Enhanced Partnership provisions led and agreed through the former Transport Delivery Committee be noted.
- (4) The position associated with the consideration of municipal bus companies be noted.

**47. Draft Safer Travel Plan 2024 - 27**

The Head of Security and Policing presented the Safer Travel Plan, seeking to provide an update and engage with members of the Transport Delivery Overview & Scrutiny Committee regarding the status of the Draft Safer Travel Plan for the period 2024–2027 and its next steps. The existing Safer Travel Plan was set to expire in March 2024, resulting in the development of the new draft plan in collaboration with various stakeholders through the Safer Travel Governance Board.

He reported that over the past six months, extensive consultations and discussions had taken place to formulate and agree on the themes of the new plan. Key themes in the update included emphasising the goals of making travellers feel safer, be safer, and promoting a connected network. He outlined the next steps in the plan's development and informed the committee that a comprehensive report would be received in the summer of 2024.

Councillor Tim Huxtable inquired about the connection between the Safer Streets Fund and the Safer Travel Plan and how they influenced each other. The Head of Security and Policing explained that collaboration with local police, both on the network and within the local community, was crucial to reducing issues on the travel network.

In response to a question from Councillor Robert Tromans, the Head of Security and Policing informed the committee that Transport for West Midlands had its own drone team, and data sharing protocols are in place, audited every 12 months to ensure compliance and transparency.

Resolved:

- (1) The latest position with regards to the Draft Safer Travel Plan 2024 – 27 be noted.
- (2) It be noted 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) The Transport Delivery Overview & Scrutiny Committee wished to make no further comments on this report to the WMCA Board at this stage.

**48. Financial Monitoring Report**

Councillor Pervez Akhtar presented the financial monitoring report. He provided the committee with the financial position as at 30 September 2023 related to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets.

The Head of Finance Business Partnering and Strategic Planning reminded the committee of the Proposed Budget Q&A on 14 December 2023.

Resolved:

- (1) The position at 30 September 2023 against the Transport for West Midlands Revenue Budget which showed a favourable variance of £2.2m was noted.
- (2) It was noted that the Transport for West Midlands Capital Programme position at 30 September 2023 showed a favourable variance of £47.0m for WMCA delivered schemes and a favourable variance of £7.4m for externally delivered schemes against budget.

**49. City Region Sustainable Transport Settlement – Quarter 2 Financial Year 2022/23**

The Head of Transport Strategy & Planning presented a report to update the Transport Delivery Overview and Scrutiny committee with an update on the £1.05Bn West Midlands City Region Sustainable Transport Settlement ('CRSTS') programme. He shared with the committee an update on the program's progress.

He communicated the significant events impacting the program, including change in guidance and advice from the Department for Transport (DfT). He outlined the requirements for monitoring and evaluation (M&E) and reporting within the CRSTS program; and provided an update on the overall progress.

During the discussion that followed, Councillor Robert Alden raised a concern regarding the absence of risk information. He suggested that future reports should delve into more detailed information. Councillor Timothy Huxtable noted the absence of scrutiny items related to the park and ride programme and proposed its addition to the work program. He further mentioned the ongoing efforts of the Executive Director for TfWM in developing improved dashboard reporting, which is anticipated to be ready by Q4 of the next year.

Councillor Martin McCarthy requested an update on the North Solihull/Arden Cross projects, and the Head of Transport Strategy & Planning confirmed that a connectivity study was currently underway. The study aimed to identify areas in North Solihull, East Birmingham, and other regions with poor connectivity where improvements could be made. The Executive Director for TfWM expected the study to be completed by April 2024.

Councillor Carol Hyatt raised concerns about mitigating the effects of inflation. In response, the Head of Transport Strategy & Planning clarified that the rebaseline was designed to address inflationary impacts, with some delivery and design projects having undergone reassessment, with funding redirected towards larger or earlier projects.

Resolved:

- (1) The contents of the report be endorsed by the committee, including:
  - (a) The status of the City Region Sustainable Transport Settlement change control application submitted to Department for Transport.
  - (b) The terms, process and content of the CRSTS 1 programme re-base submission approved by WMCA Board on 15<sup>th</sup> September 2023.
  - (c) The M&E and reporting requirements associated with the City Region Sustainable Transport Settlement.
  - (d) The Quarter 2 FY23-24 progress reported.

**50. Member Engagement Groups – Progress Report**

The Scrutiny Champions of the committee each gave verbal updates of their Member Engagement Group progress reports. They invited the wider committee to attend their next meetings.

Resolved:

- (1) The committee received an update on the cancellation of HS2 north of the West Midlands.
- (2) The committee endorsed the use of other local home language radio stations be considered by Transport for West Midlands.

**51. Work Programme**

The Statutory Scrutiny Officer shared the WMCA Forward Plan and the committees work programme. She reminded them that the work programme was a live document and encouraged the committee to input into it. The work programme was noted.

**52. Date of Next Meeting**

Thursday 14 December at 2:00pm (Mayoral Q&A; Proposed Draft Budget)

The meeting ended at 3.15 pm.





# West Midlands Combined Authority

## Joint Overview & Scrutiny Committee

Thursday 14 December 2023 at 2.00 pm

### Minutes

#### Present

Councillor Cathy Bayton (Chair)	Association of Black Country Authorities
Councillor Naeem Akhtar	Coventry City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Philip Bateman MBE	City of Wolverhampton Council
Councillor Andrew Burrow	Solihull Metropolitan Borough Council
Councillor Amo Hussain	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Narinder Kaur Kooner OBE	Birmingham City Council
Councillor Ewan Mackey	Birmingham City Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council
Councillor Miranda Perks	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Lauren Rainbow	Birmingham City Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Amanda Tomlinson	Business Representative
Councillor Adrian Warwick	Warwickshire County Council

#### In Attendance

Dan Essex	Governance & Scrutiny Manager
Councillor Barbara McGarrity (joined by MS Teams)	City of Wolverhampton Council
Linda Horne	Executive Director of Finance and Business Hub
Councillor Emma Marshall (joined by MS Teams)	Worcestershire Non-Constituent Local Authorities
Lyndsey Roberts	Statutory Scrutiny Officer
Laura Shoaf	Chief Executive
Councillor Bob Sleigh	Portfolio Lead for Finance
Andy Street	Mayor of the West Midlands

#### Item No. Title

- 1. Inquorate Meeting**  
This meeting was inquorate and therefore any decisions taken at the meeting would be submitted to the WMCA Board on 12 January 2024.
- 2. Welcome and Introductions**

The Chair welcomed the Mayor, Deputy Mayor and members of the committee.

**3. Apologies for Absence**

Apologies were received from Councillor Carol Hyatt (Wolverhampton), Councillor Mary Locke (Birmingham), Councillor Nigel Lumby (Shropshire), Councillor John McNicholas (Coventry), Councillor Saddak Miah (Birmingham), Councillor Paul Moore (Sandwell), Councillor Jamie Tennant (Birmingham), Councillor Ian Ward (Birmingham) and Councillor Vera Waters (Walsall).

**4. Questions to the Mayor and the Portfolio Lead for Finance from Members of the Committee**

The Chair initiated the question-and-answer session by asking whether the decision not to set a precept during the entire existence of the WMCA had impacted the stability of the budget. The Mayor confirmed that no precept had been set thus far, and that it had not been the view of the WMCA Board to date that a mayoral precept should have been set. However, he did consider that in the next mayoral term this issue would need to be revisited, given the Government's view as to further fiscal devolution to the region when it considered the WMCA was not making use of revenue raising powers it already had.

The committee explored questions regarding Network North funding and the acknowledgement of the need for subsidy for public transport in urban areas, an increase in the transport levy and support for this across the local authorities to sustain the current offer to residents and financial pressures experienced by local authorities. In addition, the Mayor explained the WMCA's position with regards to Birmingham City Council's highways PFI deal.

The committee sought assurances regarding the financial risk register and risk assurance underpinning the proposed budget. The Mayor explained that the WMCA Board received regular budget monitoring reports and also considered risk mitigation measures. Further topics discussed included the impact of concessionary fare cuts on members of the public who did not have access to a car, and business resilience support contained within the Government's Autumn Statement. Efforts to enhance this support, including the development of a shared pot, were discussed, along with initiatives to simplify access for businesses.

Questions were asked about funding for active travel, the capital budget's effect on the Midlands Rail Hub, and challenges related to transport investment. The Mayor highlighted successful efforts in securing Government funding, investments in clean transport, and plans for a bus franchising assessment in July 2024. Concerns about concessionary fares, bus reliability and accessibility issues were also discussed.

The discussion concluded with insights into the impact of business rates retention, lessons learned from the WMCA's funding approach, and reflections on the cycle hire scheme's financial viability and

sustainability.Resolved:

The draft WMCA 2024/25 budget be noted.

The meeting ended at 4.00pm.

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Delivery Overview & Scrutiny Action Tracker

STATUS	CREATION DATE	REPORT ITEM	ACTION ITEM	ASSIGNED TO	DUE DATE	COMPLETION DATE
Complete	3-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Develop and deliver a training programme for members of the Transport Delivery Overview & Scrutiny Committee	Lyndsey Roberts / Governance Service	Ongoing	1-Oct-23
Complete	3-Jul-23	Appointment of Scrutiny Champions and Member Engagement Groups	Chair of TDOSC to meet with Scrutiny Champions to discuss ways of working and the work programme	Chair / Governance Services	14-Aug-23	14-Aug-23
Complete	4-Sep-23	Financial Monitoring Report	Pete Bond to liaise directly with the finance team and Cllr Akhtar on the repurposing of BSIP funding	Pete Bond	30-Oct-23	30-Oct-23
Complete	4-Sep-23	Financial Monitoring Report	Capital Monitoring Interim Report to be provided at the Finance MEG on 3 October	Anne Shaw	30-Oct-23	30-Oct-23
Complete	4-Sep-23	Deeper Devolution Deal (Transport) - Implementation Plan	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-Dec-23	19-Dec-23
Complete	4-Sep-23	Deeper Devolution Deal (Transport) - Implementation Plan	Six monthly report to be received on the Deeper Devolution Deal Transport Implementation Plan	Adam Harrison / Janna Simpson	4-Sep-23	1-Oct-23
Complete	4-Sep-23	Work Programme	Rail ticket office closure update to be received at the next TDOS Committee	Tom Painter / Janna Simpson	30-Oct-23	30-Oct-23
Complete	30-Oct-23	MEG Progress Report	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-Dec-23	8-Jan-24
Complete	30-Oct-23	MEG Progress Report	The next meeting of the Passenger First MEG to consider an item on demand responsive transport.	Stephen Holloway	15-Nov-23	15-Nov-23
Not Started	11-Dec-23	Financial Monitoring Report	KateTaylor to confirm realtime information spend to Cllr Carol Hyatt	Kate Taylor		

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Councillor John McNicholas  
Chair of Transport Delivery Overview & Scrutiny Committee

15 December 2023

Dear Councillor McNicholas

**RE: TDOSC Q&A Transport Policy & Delivery Matters meeting**

Thank you to you, and all members of the Transport Delivery Overview & Scrutiny Committee for hosting the above Q&A session with myself on 30 October 2023 where we discussed a range of Transport matters.

Members observations from that meeting have been shared with me, please see my response below.

**(1) Bus Reliability**

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

**(R)** The technological architecture for the provision of accurate Real Time Passenger information is complex. Whilst the operators have a role to play in this the responsibility sits across a number of stakeholders including but not limited to TfWM, Department for Transport (DfT), and third-party hardware and software providers. The TDOSC Putting Passengers First Member Engagement Group has requested a more in-depth review of the system, including the responsibilities, technological interdependencies and processes that are required to deliver accurate and trustworthy real time information for passengers. TfWM and suppliers have a robust process in place to monitor the reliability and performance of the system which includes hardware failures and information accuracy and looks to put in place urgent actions to resolve and identified issues.

Whilst this process for continued accountability is in place, we are seeking further development of the system to improve the end result for passengers. We are currently in the process of piloting a process to inform passengers of when a service is cancelled. This is

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June 2022



in place for all operators with the exception of National Express. The Regional Transport Coordination Centre (RTCC) is leading on this pilot as it is well placed to act upon intelligence relating to bus performance, due to its communication and data links with bus operators. This is primarily through the Customer Information and Officers (CICO's), but additionally through the Duty Managers (DM's) where required, during the operational hours of 06:00 – 21:00 (Monday – Friday) and 09:00 – 21:00 (Saturday). The RTCC will act upon live operational intelligence, initially focussing on cancelled trips provided through the "service updates" email address, inputting these into the ITO world system to update RTI screens on the bus network. Additionally National Express representatives work within the centre, mirroring RTCC operations, which will be a benefit whilst the API from the National Express Mileage recording system delivered by EP Morris is developed and beyond.

Please note that as is current practise, when there is widespread disruption, (e.g., industrial action or severe weather) then a wider response will be initiated to include additional TfWM teams.

As a reminder, the cancelled trip information will not show in the TfWM app due to constraints with the supplier, and Google (and any other "open data" users) will not show the cancellations unless they update their outputs (at their discretion).

National Express (NXWM) are currently developing a technology solution which will take a feed from an existing system for reporting cancelled trips to allow this to inform the RTI system. This API is in the testing phase with National Express West Midlands and EP Morris. Once this is complete and a fully working API is available, Ito will undertake their development on Ito Notify. It is expected that this system will be fully delivered and operational by early Spring 2024, meaning any and all trips cancelled by NXWM will automatically flow through to RTI screens.

Under the West Midlands Bus Service Improvement Plan there is an aspiration to provide a Real Time Passenger Information feed for every bus in the region using smart phone technology to access the information. The ambition of this "RTI everywhere" work stream is for all stops across the network to provide a straightforward way for passengers to access a "virtual" real time information display using their own mobile devices, such as through a QR code or NFC tag, ensuring that this also provides information in a way that is accessible for those with disabilities. The virtual displays will mimic the functionality provided through physical screens and will therefore include information about cancelled trips and disruption messaging.

The contract to provide the system to support "RTI everywhere" has been awarded to Journeo and will commence 2 January 2024. They were the only bidder, and their solution will deliver a QR code-based system. The development of the system to TfWM's requirements is expected to take until April 2024 at which point a beta system and initial code will be produced for testing. Following sign-off for the beta system, the final solution



will be delivered, and a full set of codes will be produced by the summer. At this point, roll out of codes across bus stop infrastructure across the network will commence.

This matter will be covered in more detail during the deep dive with the team and scrutiny committee members.

## **(2) Demand Responsive Transport**

**(O)** 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.

**(R)** Demand Responsive Transport (DRT) is being considered as an option for providing transport links where fixed route services cannot be provided efficiently and is currently being trialled in Coventry and the Meriden gap. The future of DRT and Ring & Ride will be the subject of a report to TDOSC scheduled for 22nd January.

## **(3) Regional Road Safety Strategy - Action Plan**

**(O)** 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.

**(R)** Following on from the Road Safety Partnership Away Days in June and October, a long list of 83 actions were identified as being relevant to the delivery of the objectives of the Local Transport Plan and Refreshed Regional Road Safety Strategy 2023-2030.

These were segregated into six categories (Road Safety Management, Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users and Post-Crash Care). Using a bespoke sifting criterion, the Road Safety Partnership met again on the 1 December to prioritise each action, modify the wording of the actions to provide greater focus on the Safe System and identify any remaining gaps that needed addressing. These will now be used to formulate a Draft Road Safety Action Plan 2024-2030 in preparation for formal consultation commencing in February 2024.

Between now and the consultation period, TfWM has initiated an Engagement Plan including Road Safety Roads Shows, support of National Road Safety Week and briefings to community groups. The aim of this Plan is to ensure that TfWM, on behalf of the Road Safety Partnership, is reaching out to all road users to gather their views on the long list of actions and their needs, and in particular those that are deemed vulnerable road users and those living in ward areas with high levels of road safety issues. Once the consultation exercise is complete, the intention is to finalise an Action Plan that supports local and regional delivery and works collectively towards Vision Zero and achievement of the 2030 casualty reduction target.

The team will keep the committee updated on progress of the Action Plan at future meetings.

**(4) Communications and Engagement**

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

**(R)** Both the WMCA Director of Communications and TfWM Head of Marketing & Engagement met with yourself on 18 December to discuss the matter of communication and engagement further. I understand the outcome from this meeting is that the remit of the proposed Task and Finish group has been agreed and will be focussed on member engagement and in particular, members who sit on WMCA boards.

It was agreed that James Hughes will be leading this piece of work, however, to ensure there is still visibility of public communications, TfWM will be taking a paper to the February pre-member briefing.

Thank you for your time at the Q&A session and I hope my response provides all the information you require, however, please do not hesitate to come back to me if you do require anything additional.

Yours sincerely,



Councillor Mike Bird  
WMCA Transport Portfolio Lead



## Transport Delivery Overview & Scrutiny Committee

<b>Date</b>	22 January 2024
<b>Report title</b>	The Role of Green Infrastructure in Urban Design for Air Quality and Climate Resilience
<b>Portfolio Lead</b>	Transport - Councillor Mike Bird
<b>Accountable Chief Executive</b>	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
<b>Accountable Employee</b>	Jake Thrush, Associate Policy Advisor, Transport for West Midland email: jake.thrush@tfwm.org.uk
<b>Report has been considered by</b>	Executive Board 3 January 2024

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

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

- 1) Welcome the presentation by WM-Air, University of Birmingham
- 2) Recommend that TfWM officers developing West Midlands Local Transport Plan 5:
  - i. incorporate, in relevant sections of the Plan the “reduce, extend, protect” principle, to support the role of green infrastructure in urban transport design for air quality.
  - ii. review the draft “Green Transport Revolution” Big Move Chapter to ensure it effectively encompasses the role of green infrastructure in supporting climate resilience in the West Midlands.

## **1. Purpose**

- 1.1 The report supports the presentation by WM-Air, University of Birmingham. This sets out how green infrastructure in urban design can reduce exposure to poor air quality and support climate resilience. The report seeks to ensure that key principles from the presentation are incorporated into the new West Midlands Local Transport Plan 5.

## **2. Background**

- 2.1. WM-Air is a University of Birmingham-led 5 year air quality improvement programme. It's aim is to support the improvement of air quality, and associated health, environmental and economic benefits in the West Midlands. WMCA/TfWM is a project partner.
- 2.2 One of the strands of WM-Air is Urban Design and Green Infrastructure for Air Quality. Professor Rob MacKenzie is project lead, supported by Dr Emma Ferranti, Associate Professor in Civil Engineering at University of Birmingham.
- 2.3 Dr Emma Ferranti gave a presentation to the Air Quality, Congestion and Environmental Impact MEG on 28 November. The MEG felt that TDOSC would highly value the presentation and its key points. This presentation will be based on that given to the MEG, which is attached in the appendix. The MEG Chair, Councillor Ian Ward then identified key points from the presentation which TDOSC could consider for recommending inclusion into the emerging new West Midlands Local Transport Plan 5. (LTP5).

## **3. Key Points for Consideration as part of development of the new LTP5**

- 3.1 There are two main areas for consideration of inclusion into LTP5:
- i. The “Reduce, Extend, Protect” principle for green infrastructure
  - ii. The role of green infrastructure in supporting climate resilience
- 3.2 The “Reduce, Extend, Protect” principle is covered in some detail in the presentation, but in essence, is based on firstly reducing the emission of air pollutants from urban transport. The next approach is to extend the pathways of air pollutants emitted by road transport. Longer pathways from the source mix and dilute emissions. The final strand is to protect vulnerable groups such as older adults, children and people with asthma. This can be achieved by measures such as relocating waiting areas for school childrens’ collection and drop off.
- 3.3 With this approach for the design of transport infrastructure and urban design there also needs to be mindfulness of other transport design issues such as available space for bus infrastructure and ensuring good community safety.
- 3.4 Green infrastructure supports climate resilience through reducing exposure to heat by , for example increasing shade from trees, and helps reduce flooding through measures which retain and slow down the release of rain run-off.

3.5 Consideration of these two aspects in the development of LTP5 will support the LTP5's five overall aims of sustaining economic success, tackling the climate emergency, creating a fairer society, supporting local communities and places and becoming more active.

#### **4. Financial Implications**

4.1 It is noted this paper is for information only and there are no financial decisions required, as such there are no financial implications attached to this report.

#### **5. Legal Implications**

5.1 The contents of this report are stated as being for information purposes only. Consequently, there are no immediate legal implications flowing from the contents of this report.

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

6.1 The report seeks to ensure that the Local Transport Plan helps improve air quality conditions for people in the West Midlands and improve climate resilience which will have potential positive impacts for reducing health inequalities for all people in the region regardless of their protected characteristics as defined by the Equality Act 2010. For deeper consideration and reporting of the equalities implications, especially with older and younger age groups and ethnic minorities who are more vulnerable to poor air quality in urban areas, it is recommended that a Health and Equity Impact Assessment is carried out.

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

7.1 By implementing the "reduce, extend, protect" principle in the design of green infrastructure in urban design into the development of the West Midlands Local Transport Plan 5, air quality in the West Midlands will be improved in line with the aims of the West Midlands Combined Authority to "Promote inclusive growth in every corner of the region" and "Reduce carbon emissions to net zero and enhance the environment" by "Connecting our communities by delivering transport and unlocking housing and regeneration schemes".

7.2 In particular, it impacts on the Inclusive Growth fundamentals by:

- delivering on our climate resilience fundamental through climate adaptation; and
- improving health and wellbeing by reducing avoidable or preventable mortality through improved air quality.

7.3 Achievement towards inclusive growth will be monitored and evaluated as part of the implementation of the Local Transport Plan.

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

8.1 The report considers possible input into the new West Midlands Local Transport Plan which covers the seven constituent authorities area of the West Midlands.

## **9. Other Implications**

-

# The role of green infrastructure in urban design

Dr Emma Ferranti, Associate Professor in Civil Engineering  
e.ferranti@bham.ac.uk

Presentation on behalf of the WM-Air team and others...

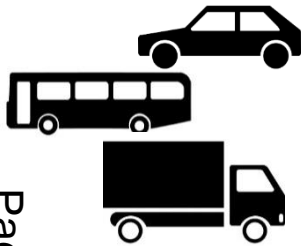
# Urban Design determines air quality

- Urban areas are a source of emissions (e.g. cars, industry, homes)
- Urban areas contain people, who are exposed to emissions
- Urban design determines how pollution moves through an urban area
  - Roads and buildings channel wind
  - Compact form can reduce the wind moving through the area and reduce mixing – mixing is important for dispersing pollution
  - Urban form can also create eddies, which increases mixing
- Urban design determines where people are exposed to pollution





## SOURCE



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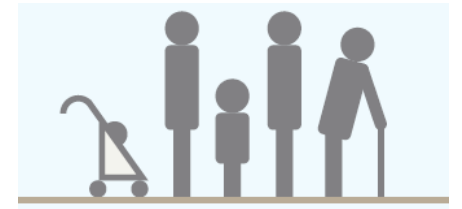
- Road transport
- Vehicle braking & accelerating
- Idling/congestion

## PATHWAY



- Concentration highest closest to source
- Longer pathway = more mixing and dilution

## RECEPTOR

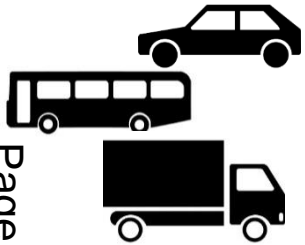


- Young & old most vulnerable
- Health impacts with short-term and long-term exposure



# Reduce

## SOURCE



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- Road transport
- Vehicle braking & accelerating
- Idling/congestion

# Extend

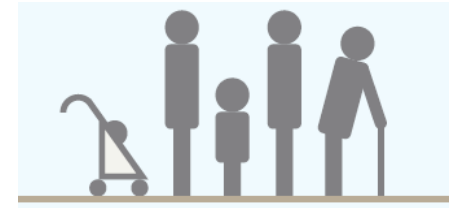
## PATHWAY



- Concentration highest closest to source
- Longer pathway = more mixing and dilution

# Protect

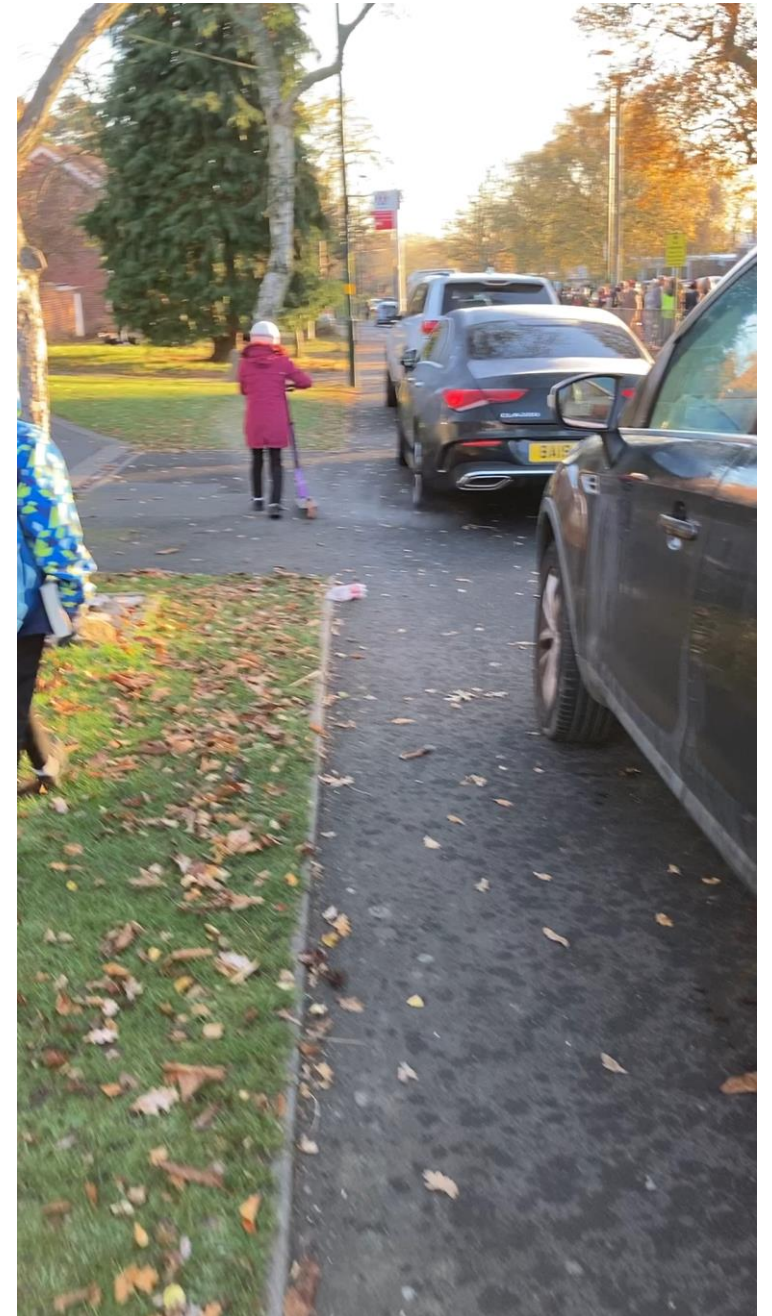
## RECEPTOR



- Young & old most vulnerable
- Health impacts with short-term and long-term exposure

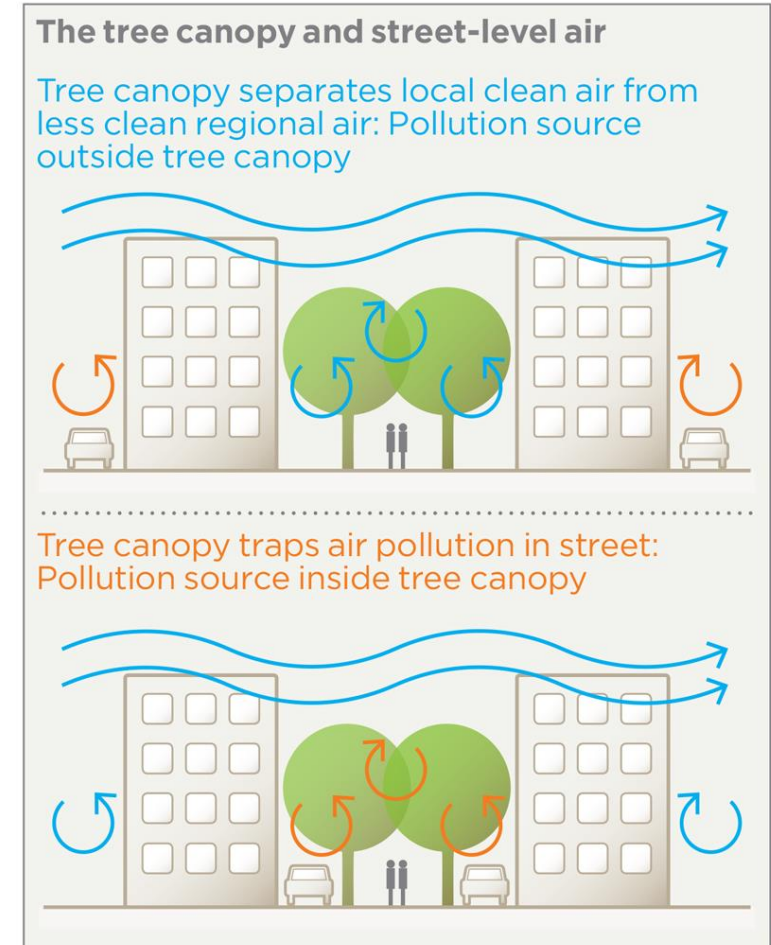


# The worst place for a pavement is roadside



# Green Infrastructure & Urban Design

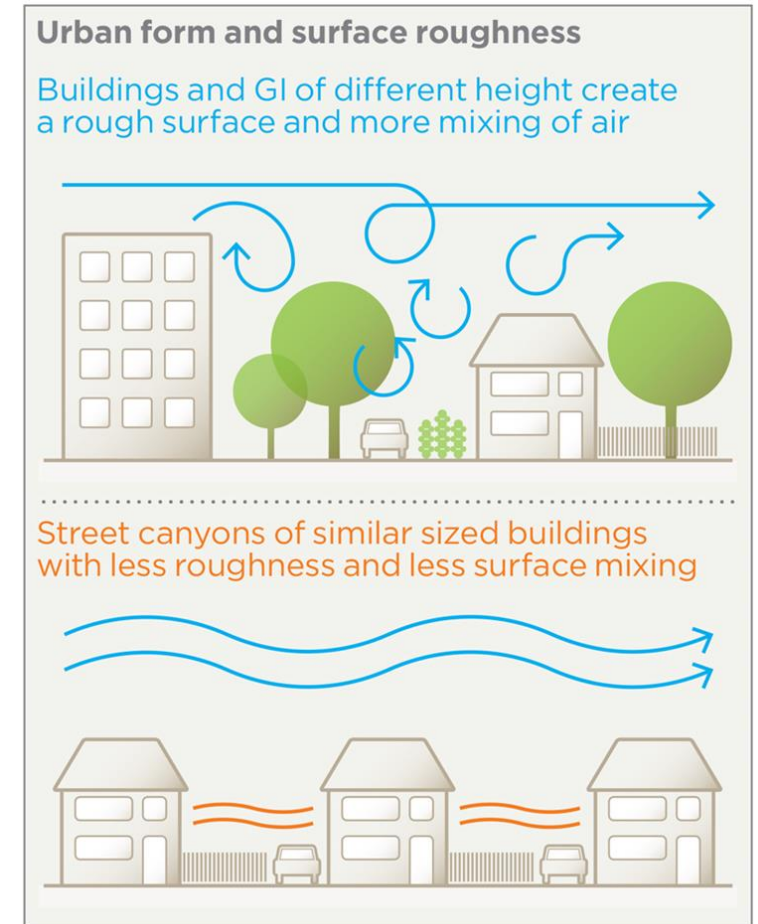
- Parks have cleaner air because there is no pollution source
- Trees can trap pollution when there is a pollution source under their canopies (**only if they are a lid**)
- Hedges, when sufficiently thick and high can form a barrier between people and pollution
- Rough surfaces increase mixing
- Green infrastructure produces VOCs that combine with NO<sub>x</sub> to create ozone; this is slow, needs sunshine, and at distance from original GI



# Green Infrastructure & Urban Design

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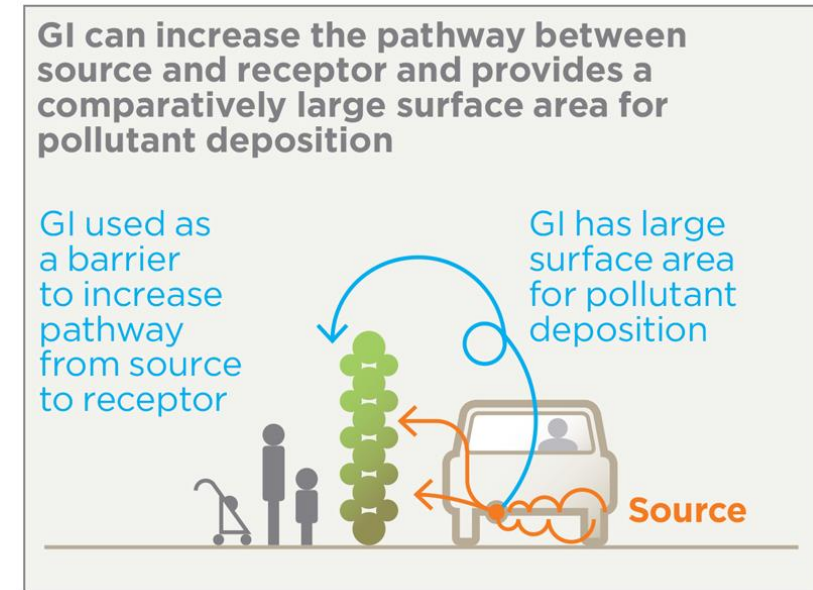
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# Green Infrastructure & Urban Design

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Reduce  
Extend  
Protect



# Trees DO NOT clean the air

- Particles are deposited on leaves – but the quantity of particles is so small it makes a negligible impact on air pollution concentrations in urban areas.
  - If you add up all the particles on all the trees/vegetation in an urban area, then this does accrue (but it makes no difference to what we breath in on the street)
- Some NO<sub>x</sub> (nitrous oxides) can be taken in by plant leaves, but some of this is released by roots, no evidence for improving urban air quality
  - If you add up all the particles on all the trees/vegetation in an urban area, then this does accrue (but what about that which is released by soil and roots?)
- On the scale of realistic urban planting, trees have a negligible impact on air pollution (AQEG, 2018). Large forests are deposition sinks for they have no sources.



# Trees DO NOT clean the air

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# URBAN DESIGN FOR AIR QUALITY

Urban design influences where air pollution is produced, how it disperses through streets and neighbourhoods, and where, when, and how much people are exposed. Good urban design improves air quality.

Air quality mitigation strategies fit broadly into three categories:

## 1. REDUCE

Reducing air pollution emissions is the most effective way to improve air quality. Road transport is one of the largest sources of air pollution in urban areas. Mitigation measures include facilitating active transport by creating walkways and cycleways, providing links to public transport, electric car charging points, and discouraging wood/coal combustion.

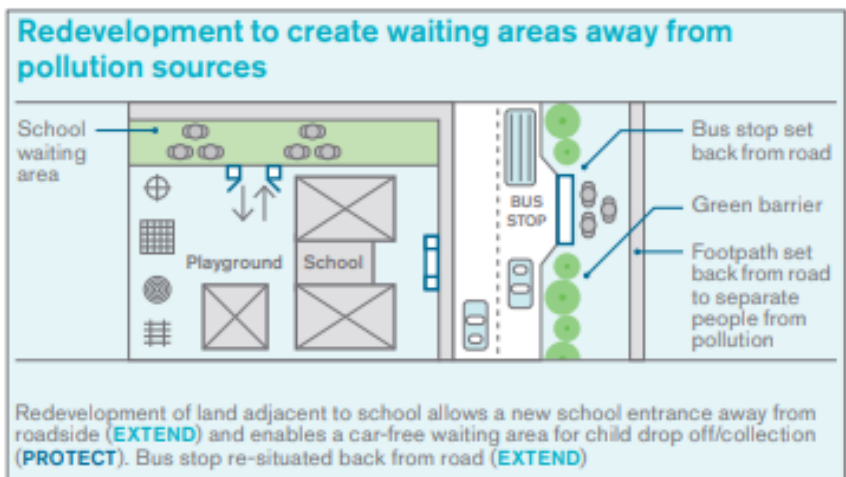
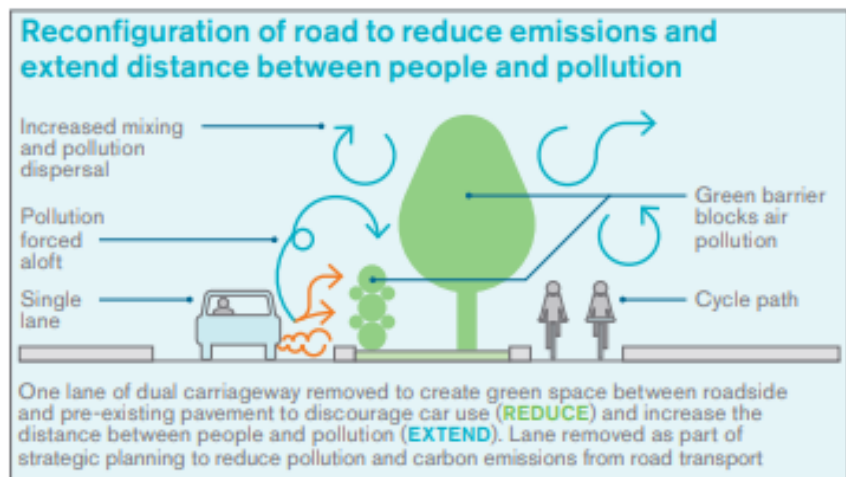
## 2. EXTEND

Increasing the distance between pollution source and human receptor allows for air pollution to disperse (mix into cleaner air), and can reduce exposure. This can be actual distance, or an "effective" distance, when barriers force polluted air to take a longer path, or via a heterogeneous surface that creates eddies and encourages mixing.

## 3. PROTECT

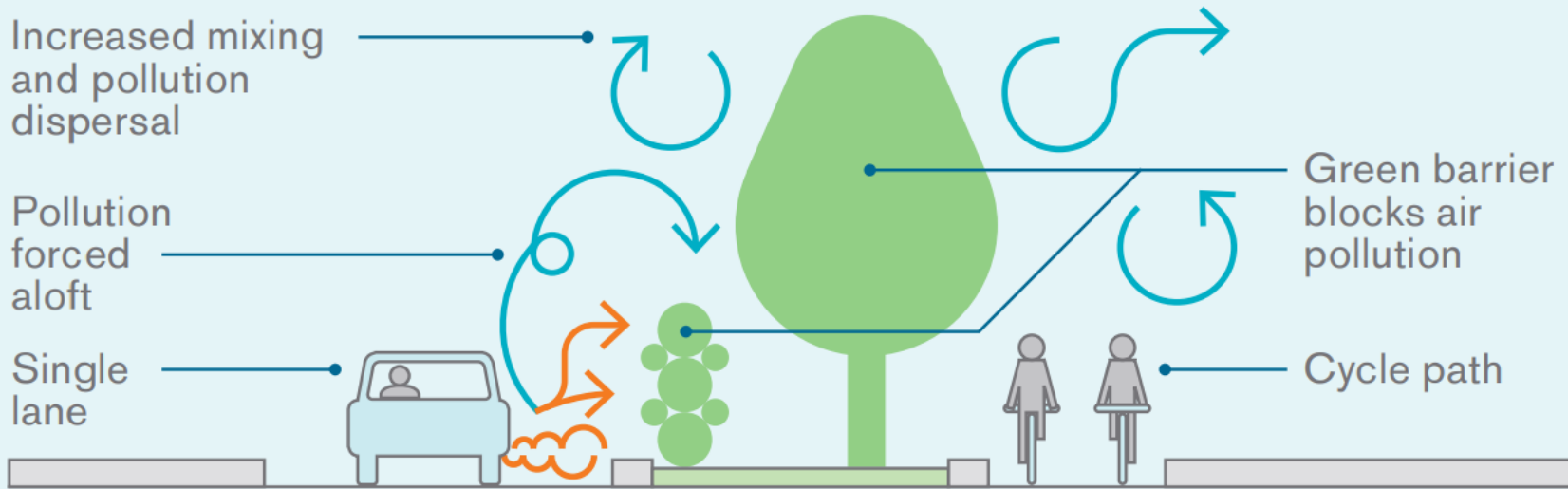
Older adults (>65), children (<12) and those with certain pre-existing health conditions (e.g. asthma, COPD) are most vulnerable to air pollution. Extra care must be taken to separate people and pollution in places where these vulnerable groups gather and wait, such as in front of hospitals, schools or at bus stops.

[Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. 2019. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group \(TDAG\) Guidance Document. UK: London.](#)



[Ferranti, E.J.S., Acton, WJF., Lindop, A., Wolstencroft, M., Han, U.P., Levine, J.G., MacKenzie, A.R., Grayson, N. 2021. Urban Design for Air Quality. A Design Charter produced by the WM-Air Project](#)

## Reconfiguration of road to reduce emissions and extend distance between people and pollution



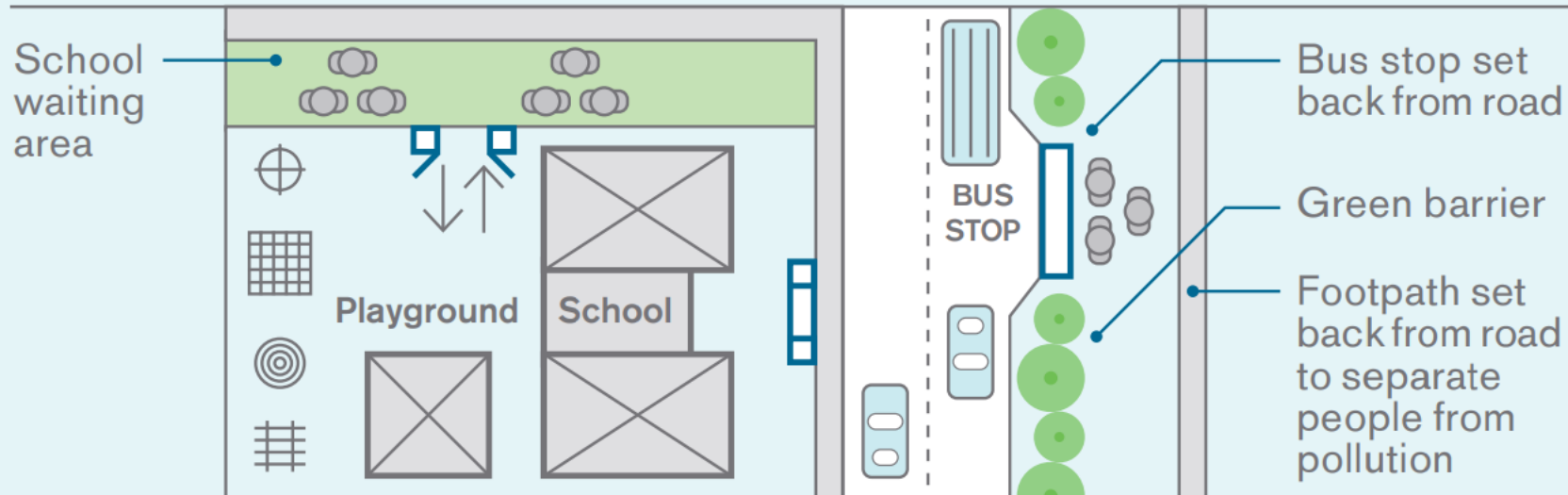
One lane of dual carriageway removed to create green space between roadside and pre-existing pavement to discourage car use (**REDUCE**) and increase the distance between people and pollution (**EXTEND**). Lane removed as part of strategic planning to reduce pollution and carbon emissions from road transport

[Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. 2019. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group \(TDAG\) Guidance Document. UK: London.](#)

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## Redevelopment to create waiting areas away from pollution sources



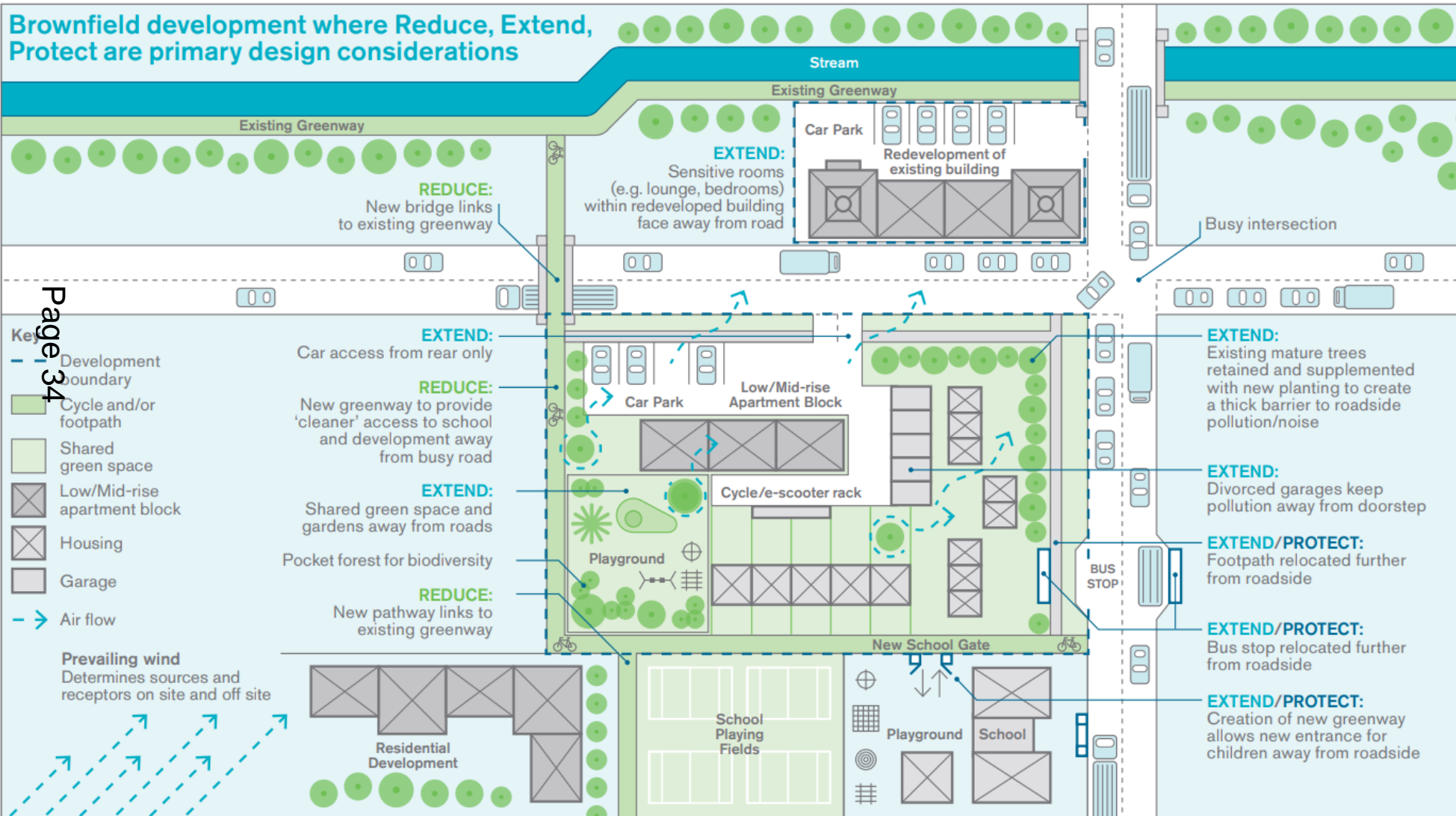
Redevelopment of land adjacent to school allows a new school entrance away from roadside (**EXTEND**) and enables a car-free waiting area for child drop off/collection (**PROTECT**). Bus stop re-situated back from road (**EXTEND**)

[Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. 2019. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group \(TDAG\) Guidance Document. UK: London.](#)

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**Brownfield development where Reduce, Extend, Protect are primary design considerations**

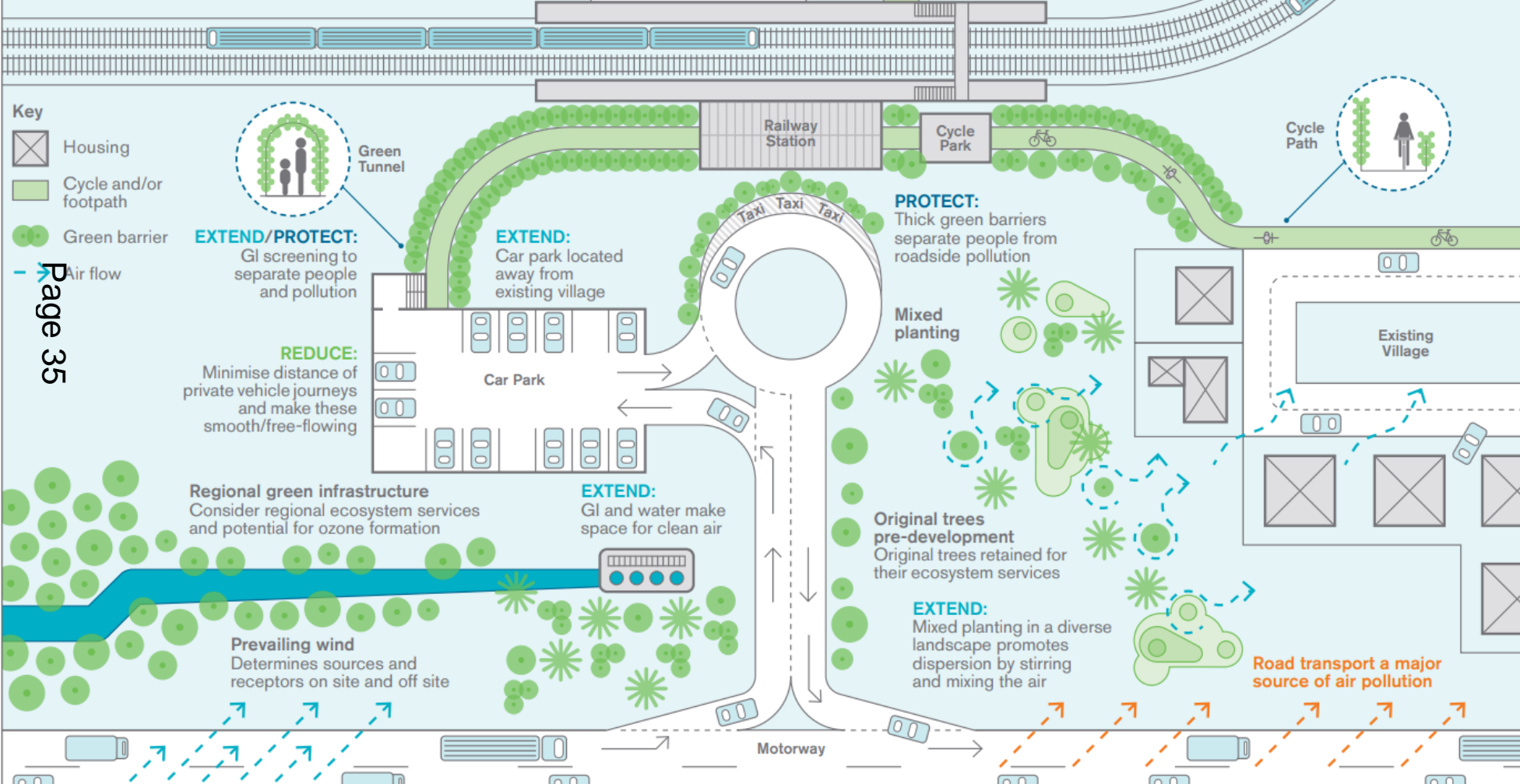


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[Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. 2019. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group \(TDAG\) Guidance Document. UK: London.](#)

[Ferranti, E.J.S., Acton, WJF., Lindop, A., Wolstencroft, M., Han, U.P., Levine, J.G., MacKenzie, A.R., Grayson, N. 2021. Urban Design for Air Quality. A Design Charter produced by the WM-Air Project](#)

## Parkway station designed to reduce emissions and exposure to pollution



Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. 2019. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group (TDAG) Guidance Document. UK: London.

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# Climate resilience, air pollution, green infrastructure

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In 2 minutes..



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# Future extreme weather & climate change

- Increased future flood risk (*pluvial, fluvial, coastal*)

*“The risk of flooding to people, communities and buildings is one of the most severe risks from climate hazards for the UK population – both now and in the future” CCRA 2021*

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- Increased future overheating risk

*“There is still little preventative action being taken to address health risks from overheating in buildings. In England, ~20% homes risk of overheating” CCRA 2021*



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Source: GETTY IMAGES

<https://www.bbc.co.uk/news/uk-england-shropshire-59401743>



# Planning must consider future climate risk

- All aspects of planning – built environment, infrastructure, transport
- Considering future risk reduces long-term costs
- Prevents maladaptation and lock in, e.g.
  - Building homes in the Urban Heat Island that will need air-con in 20 years time when you are trying to meet Net-Zero targets or address fuel poverty

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Joins up multiple agendas, e.g.

- Climate mitigation (net zero/decarbonisation)
- Climate adaptation (being ready for extreme weather and a different climate)
- Biodiversity decline
- Levelling up

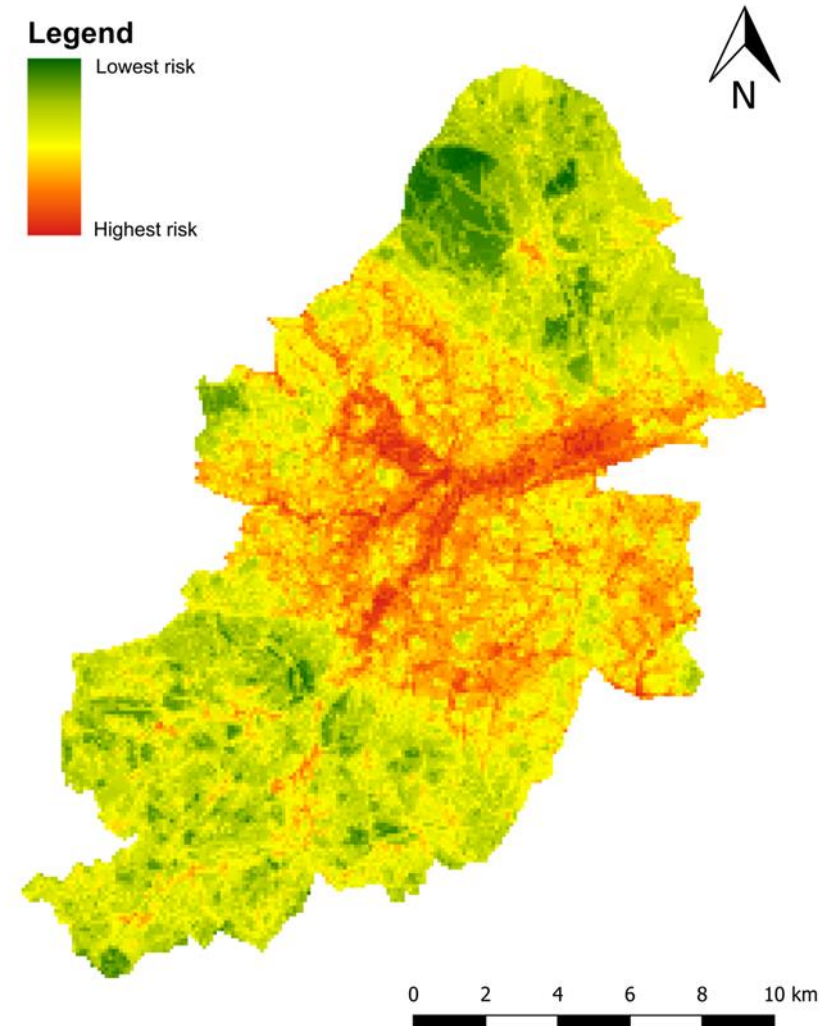




# How can we map climate risk in Birmingham?

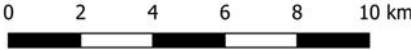
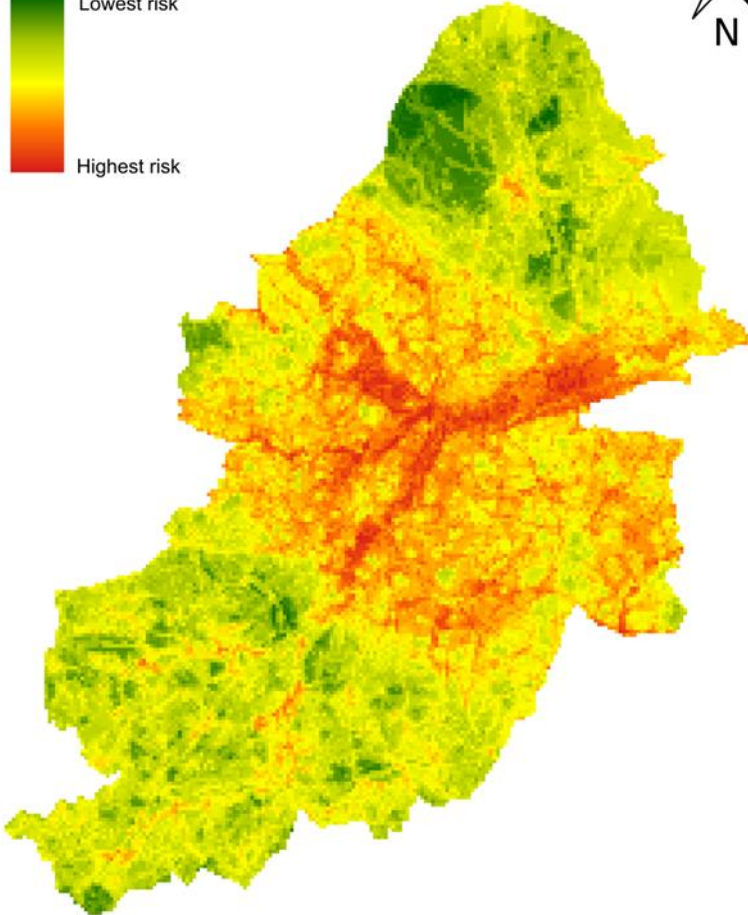
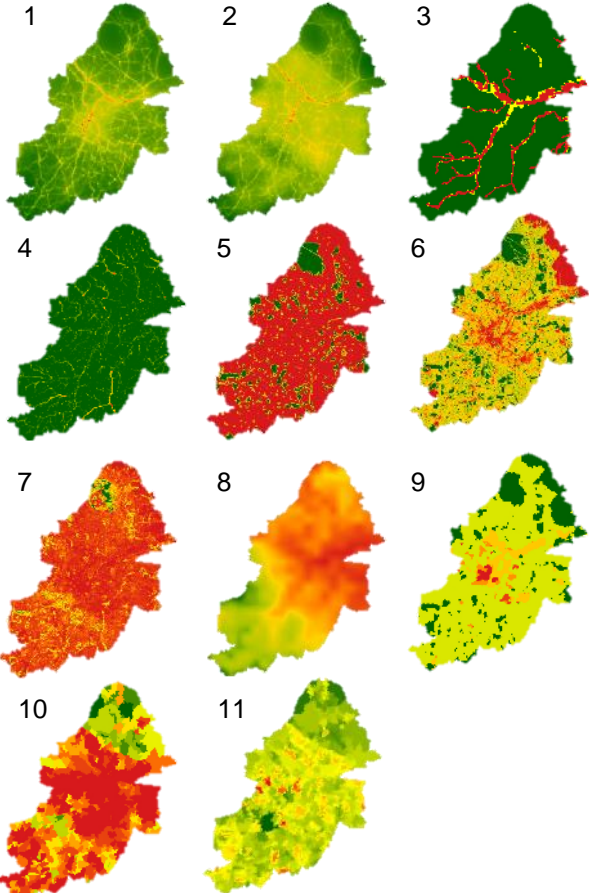
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Layer	Data type
Fluvial flood risk (Flood zones 2 & 3) <sup>7,8</sup>	Physical
Pluvial flood risk (3.3 year return period) <sup>9</sup>	Physical
Open green space deficit <sup>10</sup>	Physical
Other green space deficit <sup>11</sup>	Physical
Tree canopy cover deficit <sup>12</sup>	Physical
Local climate zones <sup>13</sup>	Physical
Annual nitrogen dioxide (NO <sub>2</sub> ) concentration <sup>14</sup>	Environmental
Annual fine particulate (PM <sub>2.5</sub> ) concentration <sup>14</sup>	Environmental
Surface temperature (summer daily max) <sup>15</sup>	Environmental
Indices of Multiple Deprivation (IMD) <sup>16</sup>	Social
Excess years life lost <sup>17</sup>	Social



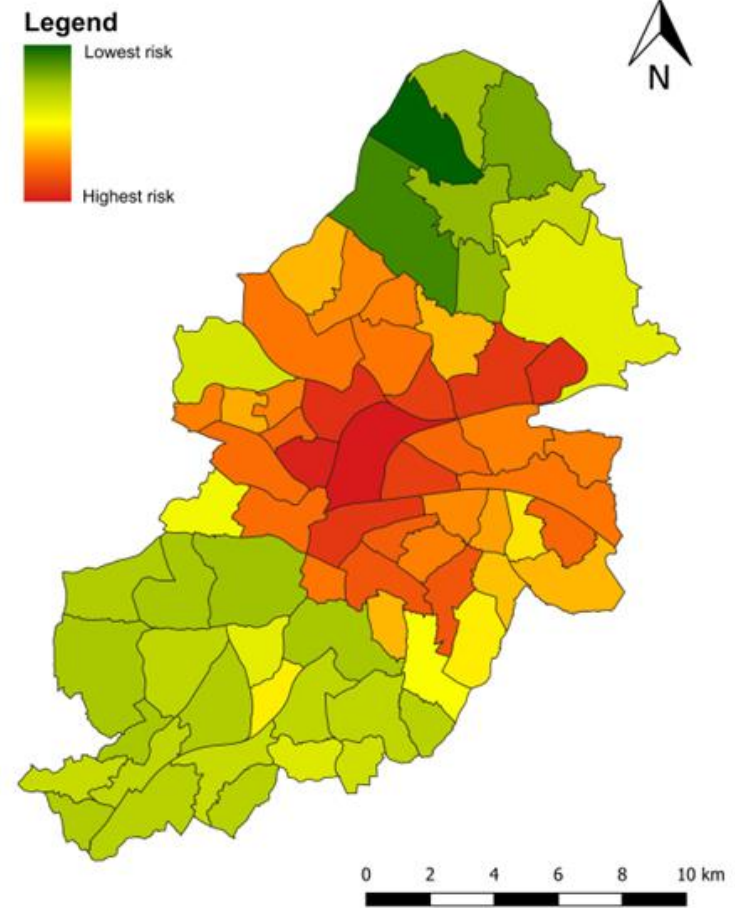
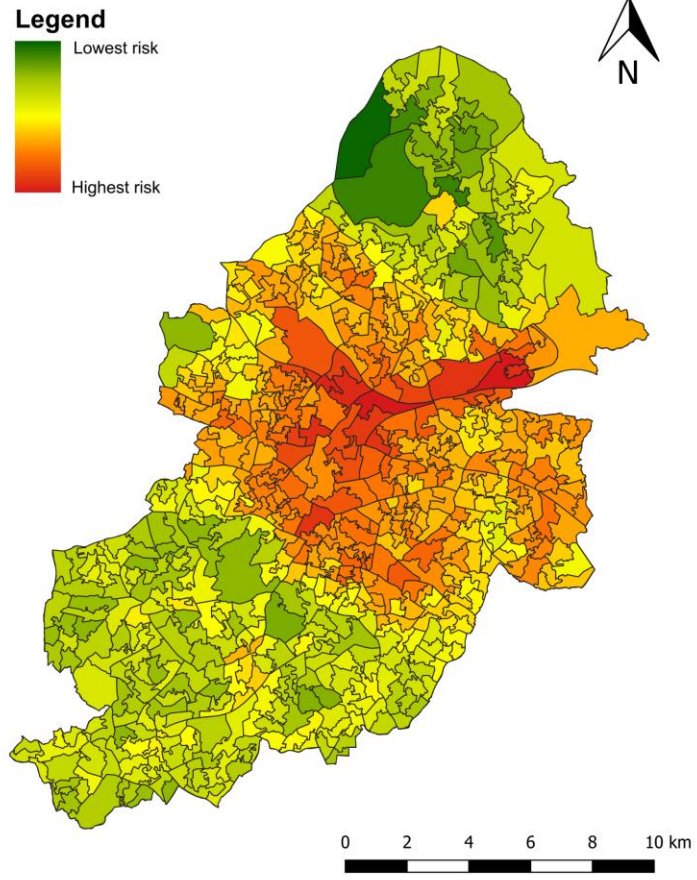
# Climate Risk and Vulnerability Assessment

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# Climate Risk and Vulnerability Assessment

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# In summary

- Urban design determines where people are exposed to pollution
- **Reduce** emissions, **Extend** the distance, **Protect** vulnerable people
  - First Steps in Urban Air Quality <http://epapers.bham.ac.uk/3069/>
  - Urban Design for Air Quality <http://epapers.bham.ac.uk/3493/>
- **Trees do not clean the air**
  - Trees and Urban Air Quality <http://epapers.bham.ac.uk/4112/>
  - Impacts of Vegetation on Urban Air Pollution (2018) [Air Quality Expert Group](#)
- Infrastructure and built environment planning must consider future climate
  - First steps in Urban Heat <http://epapers.bham.ac.uk/3452/>
  - First Steps in Urban Water <http://epapers.bham.ac.uk/4284/>
  - Climate Risk and Vulnerability Assessment <http://epapers.bham.ac.uk/4259/>
- Currently mapping climate risk for the WM region and **developing a transport-focused CRVA map** (with WMCA).





## Transport Delivery Overview & Scrutiny Committee

<b>Date</b>	22 January 2024
<b>Report title</b>	West Midlands Local Transport Plan – Area Strategies and Implementation Plan development update
<b>Portfolio Lead</b>	Transport - Councillor Mike Bird
<b>Accountable Chief Executive</b>	Anne Shaw, Executive Director, Transport for West Midlands Email: anne.shaw@tfwm@org.uk
<b>Accountable Employee</b>	David Harris, Transport Strategy & Place Manager Email: david.harris@tfwm.gov.uk
<b>Report has been considered by</b>	Strategic Transport Officers Group – 18 December 2023 Executive Board – 10 January 2024

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

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

- (1) Note progress to date on developing the West Midlands Local Transport Plan and next steps and timelines for finalisation and adoption.
- (2) Note the response to and key messages from the LTP Big Moves engagement which took place in 2023.
- (3) Provide views on the proposed approach and next steps for finalising the initial Area Strategies and developing the emerging pipeline of proposals for CRSTS 2.

### 1. Purpose

- 1.1 The purpose of this report is to update TDOSC on progress of developing the LTP, a summary of the consultation on the Big Moves earlier in 2023 and the 4 Area Strategies. The report sets out an updated timeline for finalisation and adoption of the new LTP in 2024.

## 2. Background

- 2.1 Under the Transport Act 2000, Local Transport Authorities (LTAs) have a statutory duty to produce and review a Local Transport Plan (LTP). As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, WMCA is the LTA for the seven constituent metropolitan districts/boroughs.
- 2.2 The LTP must set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the LTA area as well as proposals for the implementation of those policies. WMCA and the seven-metropolitan district/borough councils of the West Midlands must carry out their functions so as to implement these policies.
- 2.3 The LTP carries statutory weight in a range of decisions made by many public authorities as they execute their functions under their relevant statutory provisions. It is a critical document for ensuring the West Midlands public interests with regards to transport and its impacts, are considered in such decisions. The LTP must be developed collaboratively between the WMCA (as Local Transport Authority) and its constituent authorities to be implemented in partnership with other agencies and organisations such as National Highways, Network Rail, and public transport operators. Transport for West Midlands has been developing a new, fifth West Midlands LTP, intended to cover the period up to the mid 2030s.

## 3 Overview of the new West Midlands Local Transport Plan

- 3.1 To address the big social, economic, and environmental issues we face, the objectives in the new LTP are framed around 5 'Motives for Change' where changing transport could help better support inclusive growth by providing a transport system that's fair to everyone and minimises the impacts on the environment.



- 3.2 In summary our policies are to:

- **Improve accessibility** for those facing the greatest transport barriers.
- Locally **reduce traffic** (e.g. reduce through traffic in particular neighbourhoods).
- **Electrify the transport system** and support a shift to zero emission vehicles.

3.3 The Core Strategy is clear, that in order to achieve our aims we will need to change behaviours which people choose to make and that simultaneous measures would be required to:

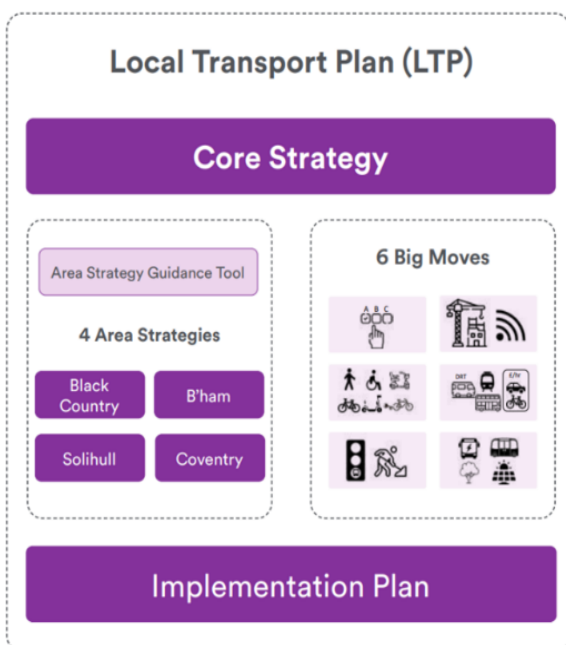
- *Enable people to travel by cleaner, lower impact and more cost effective alternative means by investing in measures that support better access to the services and opportunities that people need via these alternatives; and*
- *Manage demand by discouraging the travel choices which have the highest adverse impact on other people by using physical measures (such as allocating less space to particular vehicles), and regulatory measures (such as increasing the price of travel by particular means, restricting access to particular roads or limiting speeds).*

3.4 To help us to do this we have committed to maintain a balanced programme of measures which deliver actions across the LTPs 6 Big Moves to ensure impacts and progress is felt against our Motives for Change.

3.5 The Core Strategy also commits the region to develop Area Strategies for the Black Country, Birmingham, Solihull and Coventry. These will apply the policy principles and interventions of the Core Strategy within the context of a more detailed understanding of places. The Area Strategies (for Birmingham, the Black Country, Coventry and Solihull) will also help to translate the Core Strategy and the policies of the Big Moves into clear implementation and action plans across the region building on work already being undertaken.

#### 4 Progress on developing WM Local Transport Plan 5

4.1. The new Local Transport Plan is made up of a suite of documents and their development has been undertaken in a number of stages:



- The **LTP Green Paper** was published and consulted on in summer 2021 to ‘start a conversation about to change’ and to help inform the approach to the new Local Transport Plan. Engagement on key themes to shape the new LTP were discussed with Leaders in autumn 2021.
- Subsequently the **LTP Core Strategy** was consulted on in 2022 and the final version was approved by WMCA Board in February 2023.
- Earlier this year TfWM published and consulted on the draft **6 LTP Big Moves** which set out more detailed policies and in some cases specific action to support the delivery of the LTPs aims and objectives.
- **4 draft LTP Area Strategies and the Implementation Plan** are currently being finalised.

## LTP 6 Big Moves Engagement

- 4.2 Following WMCA Board in February TfWM undertook consultation on the draft Big Moves. The engagement ran from 22<sup>nd</sup> February to 5<sup>th</sup> May 2023. Overall, there were 740 complete responses to the consultation 710 were online responses; 30 were responses to a paper edition of the survey available at public libraries. There were an additional 1200 partial responses, and the comments have been considered and reviewed, for presentational purposes they have been excluded from the analysis. There were 34 individuals recruited for the online community activity. The LTP website had a total of 42,918 views.
- 4.3 As experienced in previous engagement activities, when compared to 2021 Census data\* for the West Midlands; individuals who responded to the consultation were biased towards males, aged 45+ and from White ethnic backgrounds. Therefore to ensure hardly reached groups were better represented in the consultation, several focused sessions were held with groups representing young people, women, ethnic minorities and people with disabilities.
- 4.4 Following the main consultation period, in-depth research was conducted on TfWM's online community, 'Keep WM Moving!'. The primary objective of this research was to gather additional deep dive feedback on the 6 Big Moves from audiences who are underrepresented or less engaged with, namely younger individuals, ethnic minorities and female community members. TfWM's independent research partner Mustard Research conducted the research. The online community discussion was live between Monday 31st July and Thursday 17th August 2023.
- 4.5 Overall, around 60% of respondents were supportive of the plan and the 6 Big Moves. The 'deep dive' engagement enabled a more informed view of how people felt about the policies and proposals set out across the Big Moves. Table 1 provides a summary of views on the 6 Big Moves.

Table 1. Summary of views on the Big Moves from the Deep Dive engagement.

Move	What stands out for respondents.
<b>Behaviour Change</b>	<p>There is no doubt in people's minds that, though important, this Big Move will represent a huge challenge in changing mindsets and behaviours.</p> <p>However, this challenge shouldn't take away from the fact that many say this Big Move is encouraging. They mostly acknowledge that change needs to happen, and so like the focus on challenging current behaviours &amp; encouraging healthier, more eco-friendly alternatives</p> <p>The proposed move away from private car use is also, for many, a positive step. There seems to be an acknowledgement and willingness from individuals to change their own behaviours. Though this will be a challenge for some everyday journeys.</p>
<b>Accessible &amp; Inclusive Places</b>	<p>The idea of better connected neighbourhoods where essential amenities and services are within a 15-minute radius really appeals to them. They believe it could greatly benefit the community and make daily tasks more convenient, while reducing long commutes.</p>



	<p>There is appreciation for the Big Move’s focus on improving accessibility and inclusivity – not just for disabled individuals but for everyone. There’s scope to further highlight considerations for the needs of various demographics and equal access for all.</p>
<p><b>Walk, Wheel, Cycle and Scoot</b></p>	<p>People were encouraged to see that there is a focus on an increase in safety for these modes of transport – something that acts as a barrier for many. Speaking about the health benefits is also a positive – health messaging resonates with them. As seen in previous engagement, concern around the safety of e-scooters is still apparent. Though it is important to note that this is to a lesser extent than seen before – some are open to the idea of them if regulated and / or given lessons.</p> <p>Young individuals in particular like the focus on reducing the number of cars on the street, and less reliance on private vehicles. They are more likely to acknowledge that this is an issue that impacts the environment and their local air quality.</p> <p>Concerns about a lack of regulation will need to be addressed to make this Big Move resonate. Within this comes things such as information on speed limits, age restrictions but also plans for integrating into the existing network as last-mile connectivity options.</p>
<p><b>Public Transport &amp; Shared Mobility</b></p>	<p>This Big Move is a favourite for many and it stood out as one that they had almost been waiting to hear more about. Public Transport is at the heart of this all, so this particular Big Move is very important!</p> <p>Mentions of one single system were spontaneously cited as something that stuck with them. It appears that this is again something many had been hoping for and were pleased to see mentioned. Positives come from creating a simplified, seamless and better connected service that should be more reliable. Opposition is largely down to other issues being more urgent.</p> <p>There are three clear themes for what an Integrated Transport System means to these audiences. When talking about the public transport system, connectivity, efficiency and the benefits need to be the focus.</p> <p>With most people positive towards this Big Move, it is already doing a good job of feeling achievable and relatable. Any further improvements on this come from the specifics for individuals and how it will impact their daily lives, costs and punctuality.</p>
<p><b>Safe, Efficient &amp; Reliable Network</b></p>	<p>With traffic being an ever-present theme in travel discussions, people are happy to see this Big Move begin to think about how traffic can be reduced.</p> <p>Reliability comes up whenever public transport is mentioned – so it’s important to understand just what this looks like. For respondents it means consistent, efficient, and predictable travel</p>

	<p>experiences that positively impact their daily lives, the economy, and the environment.</p> <p>The majority agree that better maintenance is required, and that things need to change. However, there is a worry that to get to a 'Safe, Efficient &amp; Reliable Network' there is a lot of work that needs to be done – meaning more roadworks and traffic.</p> <p>There is a feeling that this Big Move could be necessary and important for other Big Moves to work. It links to others, as without this 'Safe, Efficient &amp; Reliable Network' things such as public transport and moving around will be made more difficult.</p> <p>Safety is one of the things that was spontaneously mentioned as an area that stands out to individuals within this Big Move. With other Big Moves having such a focus on public transport or alternative methods, safety becomes even more important.</p>
<p><b>A Green Transport Revolution</b></p>	<p>As with earlier Big Moves, any messaging around improving physical or environmental health are widely appreciated. This kind of language resonates with most people, who can see how the Big Move will benefit them directly.</p> <p>The general sentiment is largely positive, and people say they are already doing what they can or are willing to do more to support the goal. It is apparent, however, that younger residents are much more open to supporting this big move and to changing their behaviours.</p> <p>Green Transport understandably still has many barriers and is feeling 'new' to many, so encouraging behaviour change is a challenge. Beyond this, the cost of green vehicles and perceived lack of infrastructure puts many off switching to zero emission vehicles.</p>

4.6 Other key themes that emerged from both the main consultation / surveys and the online community discussions included:

- Younger respondents to the consultation and online community discussion felt most positively towards the Six Big Moves - older respondents were more likely to express negative sentiments.
- Respondents to the consultation and online community emphasised the need to improve public transport to achieve success.
- Both groups of respondents thought TfWM needed to be better at communicating and engaging with members of the public.
- Respondents to both pieces of research saw achieving any of the changes as a challenge.
- Both groups of respondents thought cycling needed to be made safer before it was a viable alternative.
- Both groups of respondents thought it was important that the plan didn't exclude anyone.

- Both groups recognised more needed to be done to support transfer to zero emission vehicles in terms of cost and infrastructure.

4.7 A consultation report which provides an analysis of responses has been developed and the feedback to the consultation is being used to finalise the Big Moves documents. As with previous engagement activities, there have been some key learnings from this stage of engagement and these will continue to improve our approach. In particular a key area will be continuing to improve how we can ensure that communications on strategic issues such as the LTP are more relatable and accessible to a range of people and groups to encourage more engagement.

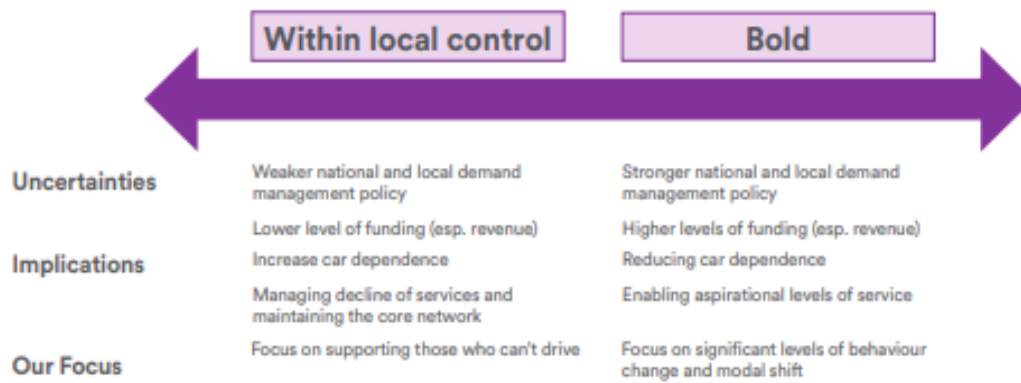
## **5 Developing the LTP Area Strategies and Implementation Plan**

5.1 At WMCA Board in February 2023 it was agreed to progress with the development of the Area Strategies. TfWM is currently working with local authorities to develop the Area Strategies (for Birmingham, the Black Country, Coventry and Solihull) building on existing work already being done.

5.2 The approach in the new Local Transport Plan is based on the widely acknowledged and accepted need to think differently about transport and accessibility if we are going to respond to our challenges. In particular tackling the inequity of transport in terms of access to opportunity together with the impact transport has on people and places.

5.3 The LTP Core Strategy explains that there are constraints and limitations on how transformational LTP policies can be. Addressing these demands the appropriate support for policies which would prompt changed behaviours, such as measures which make car use relatively less convenient or more expensive; delivered alongside an increase in subsidies for sustainable transport services (potentially in lieu of significantly increased patronage). Government's current positioning as framed within Plan for Drivers is a key example of this and in the detail actually embraces such an approach (although that is less apparent in the headlines).

5.4 The WM LTP Core Strategy also considers two plausible scenarios for the context within which the its policies can be delivered, namely 'Within local control' and 'Bold'. These reflect one scenario where the region is attempting to deliver change largely independently with only access to mechanisms which is directly control, but in which is subjected to many external contexts which are outside its control such as fuel pricing, the design and operation of the national road and rail networks which the region sits at the heart of etc. The other more ambitious scenario envisages a more joined up approach where there is a clear national transport strategy and delivery framework which aligns with national land use, digital and energy policies.



- 5.5 It is considered that we are currently in the “Within Local Control” scenario, although as stated this may change over time. The evidence base we have developed for the LTP Area Strategies has helped us to identify a core set of indicative ‘no regrets’ measures that would be sensible to consider delivering across different parts of the region in both scenarios.
- 5.6 Measures that are considered no regrets include improvements to encourage more walking, wheeling, cycling and where appropriate scooting; improving the reliability of core public transport services; reallocating roadspace, priority and access for sustainable forms of transport and increasing the availability of charging/refuelling infrastructure for Zero Emission Vehicles. The majority of schemes coming forward were assessed to be no regrets.
- 5.7 The starting point for developing the Area Strategies and Implementation Plan was the existing known local and regional proposals and priorities (including those currently being progressed as part of the current City Regional Sustainable Transport Settlement (CRSTS)).
- 5.8 The development of the first set of Area Strategies has focused on measures in two periods:
- A set of “committed” proposals for delivery in the next 0-5 years (up to 2027)
  - A set of “indicative” proposals for the next 5-10 years (up to the mid 2030s and beyond)
- 5.9 The assessment of the Area Strategies has focused on demonstrating how the proposals perform against the three primary outcomes sought from the LTP Core Strategy and will set out:
- Background and approach to developing the LTP and the Area Strategies.
  - Region-wide initiatives and connections to the wider UK.
  - How proposals help develop out strategic cycle network and connected safer streets,
  - our integrated public transport network and the Key Route Network.
  - An overview of each area including key information e.g. the scale and nature of local growth, key local challenges.
  - How the LTP supports the delivery of local aims and objectives.
  - What we are planning to deliver by 2027 and how it is meeting LTP outcomes.
  - The developing pipeline of schemes and policies and how it can support LTP outcomes.

- 5.10 The draft Area Strategies are currently being finalised and TfWM will refine the content with local authority partners during 2024.
- 5.11 The single settlement agreed as part of the Deeper Devolution Deal will have a central, clearly-defined role in the West Midlands' policy and investment landscape – supporting the delivery of the majority of regional and local priorities. The LTP Area Strategies will help to ensure that transport priorities are joined up with wider regional priorities and in particular will support the development and delivery of the region's targeted Place Based Strategies.

## 6 Next Steps

6.1 The original programme for the LTP would have seen the draft Area Strategies and Implementation Plan presented to WMCA Board in early 2024. However, following discussions with the WMCA Lead Member for Transport and Strategic Transport Board the Area Strategies are now planned to be presented to WMCA Board during the summer of 2024. There are a number of reasons for this:

- Government is still yet to publish updated guidance on Local Transport Plans. Based on earlier drafts seen by TfWM we are confident that WM LTP5 is broadly in line with the approach that Government will set out, however, following the publication of 'Plan for Drivers' it is considered sensible to try and wait until the final guidance has been published.
- The outputs of the Area Strategy work are demonstrating that whilst there are some positive impacts of the current proposals, there remain some significant gaps and a need to consider how we could improve the impact against outcomes. There are significant questions about how best to respond to the wider challenges facing the transport system including the future shape of the public transport network and how we might tackle the wider issues of behaviour change.
- The recent announcements on funding following the cancellation of HS2 north of Birmingham and the Network North announcements mean that there has now been a significant uplift in the amount of funding that will be available as part of the second City Regional Sustainable Transport Settlement (CRSTS 2) from 2027 (from £1.3bn to £2.6bn). This now provides the need to revisit the proposed pipeline of schemes as part of the second delivery period and ensure that development can start to allow the region to be ready to deliver from 2027.
- Linked to this the region will need to show Government how well it is delivering against outcomes / targets linked to the Single Settlement process and the LTP, as the functional strategy for transport within the Single Settlement, will need to ensure we are achieving the agreed outcomes using the funding being devolved to the region. The workstreams around the Single Settlement, functional and place-based strategies and the single outcomes framework which are linked to the LTP and CRSTS 2 mean that a revised timetable which lands the Area Strategies in Summer 2024 should help ensure improved alignment with these wider policy positions, and in particular the local authority led place based strategies.

- 6.2 To inform the on-going work, informal engagement on the Area Strategy outputs / Investment Strategy options will take place with residents using the Keeping the West Midlands Moving Online Community early in 2024. This will help provide local views on the issues and the options within the Area Strategies that would most likely be supported. This in turn will inform formal consultation and wider engagement later in 2024.

## **7 Strategic Aims and Objectives**

- 7.1 The statutory LTP supports the delivery of many of the WMCA's strategic objectives. Transport is an enabler of social and economic activity connecting employers to labour markets and customers, people to friends and family and providing vital access to shops and services. The policies in the LTP will influence how the region invests in and manages the transport system. Improvements to the transport system can help to unlock housing and regeneration supporting inclusive economic growth. Decarbonising and creating a net-zero transport system, improving air quality and reducing the number of people killed and seriously injured are central to the LTP aims and objectives.
- 7.2 The LTP helps to make a stronger strategic case for transport investment in the region and for further devolution and funding simplification. WMCA has committed as part of the Deeper Devolution Deal to act as a trailblazer with the government to ensure that quantifying carbon reductions are embedded as part of WMCA's local transport plan area strategies once the Government has published updated guidance.

## **8 Financial Implications**

- 8.1 There are no direct finance implications from this progress report. Development of a local transport plan is a statutory duty of WMCA through its role as the Local Transport Authority and funded through levy.
- 8.2 As noted within the report, the new proposed timeline for the development of the area based strategies has been realigned to reflect recent key funding announcement timelines, namely CRSTS2 and Single Settlement. This will ensure alignment of transport and funding strategies to be developed conterminously and reflect in the Medium Term Financial Plan as applicable.

## **9. Legal Implications**

- 9.1 The purpose provides an update in relation to the matters set out under recommendations: to note progress with the Local Transport Plan prior to adoption; to note the response to and key messages from the LTP Big Moves engagement during 2023; and to provide views in relation to the proposed approach required to finalise the initial Area Strategies including developing proposals related to the announced City Regions Sustainable Transport Settlement 2 package (CRSTS 2, providing between £1.3bn and £2.6bn in funding from Central Government for the stated purposes). Central Government have provided headline funding allocations, however, no funding agreement or funding letter or other terms, have been provided at this stage.
- 9.2 Once CRSTS 2 funding is received by WMCA, all onward grant funding provided to support related projects/programmes, will be require assessment as to whether intended

funding arrangements are subject to Subsidy Control under the purview of the Competition and Market Authority (where relevant thresholds and criteria apply).

## **10. Equalities Implications**

- 10.1 The overall equalities implications are likely to be positive, although older respondents were less likely to be positive about the LTP. There is evidence within the report that effort has been made to consult with a cross section of the WM population in relation to the protected characteristics of age, gender/sex, disability and ethnic minorities.
- 10.2 Transport is an essential part of our lives and plays a critical role in creating a fairer society. The aims of the LTP motives for change have been informed by the needs of people in the West Midlands and the role of the transport system in helping to meet those needs. An Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010 as amended, is being completed as part of the Integrated Sustainability Assessment undertaken alongside the development of the LTP.

## **11. Inclusive Growth Implications**

- 11.1 Equity is at the LTP motives for change which have been heavily informed by the WMCA Inclusive Growth Framework. The LTP is of most positive relevance to the Connected Communities fundamental of this framework, but pertains to several others:
- Climate resilience: achieving the objectives laid out in WM2041 is also at the heart of the motives for change, and is embedded across the six 'big moves' that frame the next 20 years of activity.
  - Affordable and safe places: the LTP connects safety and perceived safety to uptake of active travel and mass transit options.
  - Health and wellbeing: this is at the heart of the vision for the LTP, which connects the way places are shaped to positive health outcomes – notably, how easy and safe they are to walk, ride and cycle through. Achieving this will realise other health benefits, including those associated with clean air.
  - Equality: the inequalities experienced by people in the West Midlands have been reflected in the motives for change.
  - Inclusive economy: affordable mobility is key to an inclusive economy, and this too is at the heart of the LTP vision.
- 11.2 Through the development of policy and strategy against the objectives set in the LTP the harmful impacts of transport and places can be reduced, people who have no or limited access to a car today will be better able to participate in society and our economy, and a better legacy will be secured for future generations. It will be important to ensure that these objectives hold firm, as there are many competing drivers for mobility investment that often supersede inclusive growth considerations.

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

- 12.1 The WMCA exercises transport powers overwhelmingly in respect of the area covered by its constituent authority members, however, there is significant interaction with the wider area. The health and performance of the transport system in the metropolitan area has a profound impact on the wider area and vice-versa. Deep engagement with surrounding Local Transport Authorities and with Midlands Connect will be essential. Additionally opportunities to align policies and timescales with surrounding

Local Transport Authorities will be explored, especially noting that transport does not stop or start at administrative boundaries.

### **13. Schedule of Background Papers**

**Reimagining Transport in the West Midlands: A Conversation About Change. LTP Green Paper, WMCA, 2021**

**Reimagining Transport in the West Midlands, LTP Core Strategy, WMCA 2023**  
**Draft LTP Big Moves, WMCA 2023**





## Transport Delivery Overview and Scrutiny Committee

<b>Date</b>	22 January 2024
<b>Report title</b>	Ring and Ride Target Operating Model
<b>Portfolio Lead</b>	Transport - Councillor Mike Bird
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm@org.uk
<b>Accountable Employee</b>	Steve Hayes – Head of Network Transformation email: steven.hayes@tfwm.org.uk
<b>Report has been considered by</b>	Putting Passengers First Member Engagement Group – 3 January 2023  Strategic Transport Officers Group – 15 January 2023  Executive Board – 3 January 2024

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

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

- (1) Note the ongoing work to transform delivery of the Region’s Ring & Ride service
- (2) Endorse the criteria underpinning the proposed Target Operating Model, for implementation from January 2025.
- (3) Provide views on the Ring & Ride service that can be considered as part of the review requested by the Mayor and WMCA Portfolio Leaders

## 1. Purpose

To update the committee on the emerging future Target Operating Model for the region's Ring and Ride service and seek endorsement of the proposed approach.

## 2. Background

The Ring and Ride Service provides a valuable door-to-door accessible transport service for individual citizens who cannot use regular public transport services across the West Midlands, primarily disabled and older people. It has been provided since 1984, currently has over 12,000 registered users, of which around 4,500 have used the service in the last six-months. As of November 2023, there are approximately 4,700<sup>1</sup> trips being made per week.

Although the operating environment and the needs and expectations of its customers have seen significant change since the service was launched in 1984, the operating model did not change significantly until 2019. Until then the service was delivered by a charity, most recently called Accessible Transport Group (ATG), which received an annual grant from the Transport Authority. In 2019, ATG entered administration and was acquired by National Express Group. To provide service continuity for customers WMCA entered a short-term operating agreement which allowed an opportunity to transform the service and attempt to move it to a more sustainable footing whilst ensuring it is delivering a service that aligns with the WMCA's wider strategic goals.

A roadmap to transform the service was agreed in 2020, the first stage of which was to bring inhouse the customer journey booking service. This was to provide a greater understanding of service demand, a better oversight of operational challenges and ownership of the customer relationship. TfWM took over the booking function in 2021 with staff transferred into TfWM under TUPE from National Express and integrated into the Customer Service team in Summer Lane. Initially the team remained reliant on NEAT's booking and scheduling software, but in 2022 TfWM acquired its own systems which now provides first hand access to data, enables integration with other systems and caters for a range of customer service improvements, such as booking and tracking journeys via a smartphone app which was introduced across the region in 2023.

In Coventry, a wider Demand Responsive minibus service 'West Midlands Bus On Demand' was launched in 2021, funded through Future Transport Zone and developer contributions. In November 2022 WMCA's Transport Delivery Committee (the predecessor to TDOSC) approved to trial the merging of this service with Ring & Ride in the Coventry area during 2023, in order to provide more efficient operation by combining the two services and improve customer satisfaction. This trial has been considered a success, by increasing demand across the two services so reducing the overall subsidy per journey, and customers have provided positive feedback. It is proposed that this trial will continue in 2024 and consideration be given to replicate this as a model for the delivery of DRT across the wider region – essentially 'opening up' spare capacity on the

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<sup>1</sup> This includes Coventry, where Ring & Ride has been merged with the West Midlands On Demand DRT service – around 800 trips a week are being made in Coventry by passengers who would be ineligible for Ring & Ride elsewhere in the region

Ring & Ride service where available to provide additional transport opportunities that are difficult or expensive to cater for by regular fixed route services.

The service on the ground continues to be delivered by NEAT (National Express Accessible Transport), but having a service of such significant social value delivered by a wholly commercial entity funded by public grant is not tenable in the long term. Temporary contractual arrangements are in place until October 2024, but intending to extend to January 2025, and TfWM is developing a new Target Operating Model for provision of service beyond this.

### **Drivers for change**

**Improving Inclusivity.** Data held by TfWM indicates that of the 4447 active users 79% are white British. 75% are over 65 years old and only 3% under 25. This suggests the service is under-utilised by ethnic minority communities and young disabled people from all backgrounds. Feedback from customers tells us that the service needs to be modernised and is not seen as attractive to many who feel 'it is not for them'.

**Responding to market changes.** Covid-19 had a major impact on demand, many of the activities that customers travelled to such as lunch clubs closed down and did not reopen, and many customers changed their routines switching to online shopping and banking. Demand has recovered to around 35% of pre-covid levels but there has been limited concerted effort to engage with customers and evolve the service in response to these changing habits. Additionally, more generally demand responsive transport (DRT) may have an increasing role to play in meeting the transport needs of residents at times or in places where it is difficult or inefficient to provide fixed route bus services; as being trialled with the West Midlands On Demand service in Coventry.

**Value for Money.** The service is highly valued by customers and there is a wealth of evidence that demonstrates how the presence of the service has many cross-sectoral benefits and helps reduce wider public cost by keeping citizens active for longer, reducing loneliness and isolation and improving general health and well-being. However, the subsidy per journey is high in comparison to that achieved on comparable services in other places.

**Partnership approach to delivery.** Given the very high social value of the service, it is essential that there is strong collaboration between the public and private sector, to ensure that social outcomes are being met.

### **Target Operating Model**

In order to address these change requirements a new Target Operating Model has been defined, meeting the following criteria:

- The recommended service delivery model should be a partnership model that is flexible and scalable. TfWM does not have the authority, capacity or capability to run the service 'in-house' so will be reliant on working with a partner organisation to operate the vehicles, but in appointing a partner it is essential that there is adequate flexibility with contractual arrangements that enable the delivery model to be refined over time and also scale the service dependent on future demand and budget availability. This should include consideration of smaller vehicles or even the provision of taxis when that is more efficient than a conventional Ring

and Ride minibus, recognising of course that vehicles must be suitable for passengers' requirements.

- Whilst this model could be used for the Ring & Ride Service alone, it could be further developed to provide a core Ring & Ride service to eligible applicants as part of a wider DRT service, emulating that which currently operates in Coventry, in order to meet the need of those in areas or at times poorly served by mainstream bus services; this may be even more important given some of the future funding challenges the bus industry faces as reported to this committee in December. Additionally, in the future and once established, this expanded service could deliver services in [partnership with constituent WMCA councils such as Special Educational Needs and Disabled Home to School Transport Services and Adult Social Care Transport Services, and these opportunities will continue to be explored.
- With partnership at the heart of the model, it is proposed that two or more external transport providers should be appointed to embed continuous improvement and enable best practice to be shared. To achieve this, a competitive procurement process is being undertaken with three lots covering the region and transport providers able to secure up to two lots. To ensure an integrated approach across the region there will be a single IT Platform for the region, which TfWM will specify, to enable integration with wider transport, ticketing and information systems, including Mobility as a Service.
- It is important that the partnership approach, governance structure and service design, including functional capabilities and ways of working are not just developed by TfWM's views but are shaped by specialist market insight and intelligence and through engagement and negotiation with potential partners. Partnership working will therefore be embedded into the procurement process and the service codesigned in order to be effective. To enable this, a market capability study has been undertaken to gather input and insight in order to begin shaping the market, ensuring any opportunities are attractive to both the commercial and community interest sectors.
- In order to deliver the benefits intended through the partnership approach and ensure the partner is sufficiently invested in the relationship a long term (at least 5 years) contract is proposed.

As part of the procurement process, targets and KPIs will be agreed that align with these objectives, to ensure that the service is delivered efficiently and effectively, with clear accountability for performance.

Up to £10m CRSTS funding was allocated to delivering a region-wide Demand Responsive Transport. This provides opportunities for capital investment to modernise the service, improve customer experience through better use of technology and potentially reduce ongoing revenue costs. This will also be considered in the context of delivering the Target Operating Model.

### **Timescales**

It is intended that the new contracts for operating Ring & Ride will be implemented from January 2025, to coincide with the wider bus network review being implemented from this

date. Engagement with the market has suggested that around six months mobilisation period will be required, particularly given that any new suppliers will need to source vehicles and depot facilities. It is therefore planned to take a report to Combined Authority Board in July outlining the outcomes of the process and seeking approval to award contracts to achieve smooth transitional arrangements.

### **Review of Ring & Ride**

Alongside development of the new Target Operating Model, the Mayor and WMCA Portfolio Leaders have requested a review of Ring & Ride to be led by the WMCA Portfolio Holder for Transport. This review will consider the extent to which Ring & Ride can be refined to demonstrate it is achieving good value for money and meeting objectives by the most efficient and effective means possible. It is anticipated that the review will report during the Summer of 2024. The approach being taken to the new Target Operating Model (i.e. ensuring a flexible and scalable operation and utilising the expertise of the commercial and third sector to co-design the service) is intended to enable the implementation of any recommendations that may arise from that review. Contracts for the new service will not be awarded until the review has concluded.

### **3. Strategic Aims and Objectives**

Below outlines some key objectives for providing accessible transport services, which are echoed in the new approved West Midlands Local Transport Plan:

- **Creates social opportunities** so people can remain connected and contribute positively to society.
- **Delivers on positive health outcomes** by people being able to access healthcare, leisure and wellbeing activities.
- **Reduces loneliness and isolation** through the transport mode itself, providing social spaces in which to meet others as well as providing access to community spaces and places.
- **Reduces poverty, deprivation and inequality**, especially in those areas which coincide with poor levels of transport provision.
- **More cost effective** than owning a car or paying for private ridesharing services, especially amongst disabled people who often have fewer financial resources.
- **Enhances personal safety**, particularly for women, older people, ethnic minority communities, and people with disabilities who may experience greater levels of harassment, discrimination, and crime.
- **Supports in the transition to a decarbonised transport system** where shared services, demand responsive transport or active travel provision is promoted to reduce reliance on the private car.

### **4. Financial Implications**

The 2023/24 budget for providing the Ring and Ride service is £6.477m. This budget covers the cost of transport provision, the scheduling software to support the service and consultancy support for the new Target Operating Model, reflected in the current procurement exercise. This consultancy support is now coming to a conclusion and there should be no further requirement for it in 2024/25. The latest forecast assumes that there will be at least £0.25m of savings against budget in 2023/24.

One of the prime aims of the new Target Operating Model is to maximise efficiencies by introducing some competition into the market, through breaking the service into 3 area packages and allowing bidders to win up to 2, and allowing for scalability, by having a core minimum service and then a non-core element whereby TfWM can buy additional provision if required. This should help to ensure that the prices provided to TfWM are as keen as possible by trying as much as possible to match supply with demand.

The Ring and Ride Review will consider other ways in which the service can ensure value for money, both from an overall budget perspective and in terms of the cost per trip. The Target Operating Model allows for the continuation of a co-mingled approach to Ring and Ride and a demand responsive service. If this was developed successfully, it could provide an opportunity to increase the utilisation of vehicles, generating more fares revenue.

## **5. Legal Implications**

WMCA Legal notes the recommendations set out in this report. In particular, the proposed Target Operating Model. Legal will be engaging with the client team in order ensure that the contract terms and conditions capture as reasonably necessary the proposed approach with the successful service providers.

## **6. Equalities Implications**

The WMCA has a duty to support people in our region to access key services. This is not only in the form of national policies and legislation, but in our own regional and local authority policies and we should provide for accessible transport provision and make reasonable adjustments in providing this which enables all disabled groups to gain access to key services. However, the provision of Ring and Ride itself is not a statutory duty and most authorities provide these types of services on a discretionary basis.

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

Ring & Ride provides for residents in all seven WMCA constituent authority areas.

## **8. Schedule of Background Papers**

None



## Transport Delivery Overview & Scrutiny Committee

<b>Date</b>	22 January 2024
<b>Report title</b>	Capital Delivery Programme: Update
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw, Executive Director, Transport for West Midlands Email: <a href="mailto:anne.shaw@tfwm.org.uk">anne.shaw@tfwm.org.uk</a>
<b>Accountable Employee</b>	Jo Shore, Delivery Director – Transport Portfolio, Transport for West Midlands (TFWM) Email: <a href="mailto:jo.shore@tfwm.org.uk">jo.shore@tfwm.org.uk</a>
<b>Prepared by</b>	Jenni Mackenzie, Head of Transport Portfolio, Transport for West Midlands (TfWM) Email: <a href="mailto:jenni.mackenzie@tfwm.org.uk">jenni.mackenzie@tfwm.org.uk</a>
<b>Report has been considered by</b>	Executive Director of TfWM – Anne Shaw Director of Delivery, Transport Portfolio – Jo Shore

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

### The Transport Delivery Overview & Scrutiny Committee (TDOSC) is recommended to:

- 1) Note the update and progress on key capital delivery schemes progressing in TfWM.
- 2) Note the proposal to iterate the reporting on the capital delivery portfolio as we move through the 24/25 calendar year which will include local authority promoted transport schemes funded via WMCA resources.
- 3) Note the intention to iterate into a new reporting format for Capital and progressively mature it over the course of the 24/25 calendar year and request feedback from the members.

## 1. Purpose

- To provide the committee with an update on the status and recent progress of key capital projects and programmes in TfWM's Capital Delivery Portfolio.
- The financial aspects of the TfWM Capital Delivery Portfolio are reported separately under the Financial Monitoring Reports to this committee.

## 2. Background and Context

- Transport for West Midlands regularly reports progress on its Capital and Operational Delivery to this committee.
- As the Committee will be aware, TfWM articulated the intention to broaden the reporting framework for Capital Delivery beyond the schemes within the Integrated Transport Block (ITB), to reflect a pipeline/potfolio view for Capital Delivery that is proposed to include the CRSTS programme and other capital funded schemes.
- CRSTS has absorbed several previous funds such as Transforming City Funds and in addition to this WMCA is the accountable body for Active Travel Funds. It is therefore planned for reporting to this committee that the performance should cover all schemes being delivered through this funding. This will combine both the TfWM delivered projects in addition to the Local Authority promoted schemes funded via WMCA resources.
- This work has commenced in earnest with the implementation of a new Delivery Directorate (July 2023), part of TfWM's 'Reimagined' Phase 2 work.
- Initial work in this new directorate has focussed on standing up the new team, structures, resources, and the transition of in-flight projects to new delivery teams. This work is continuing through 2024.
- As part of the Delivery Directorate, work is underway to design and implement new reporting and progressively establish a single view of the capital delivery portfolio.
- This will be a progressive piece of work that aligns with a more strategic plan to mature TFWM as a delivery authority (the committee was updated on this in their December 2023 session) in preparation for future funding and an increasing portfolio of capital delivery.
- This will also include in future iterations the Local Authority promoted schemes funded by WMCA resources working closely with the authority delivery teams. This is to ensure full scrutiny of the delivery of projects covered by the remit of this committee.
- This report includes a high-level update on key capital schemes, recently transferred into the new delivery directorate (see *Appendix 1*).
- Future reports will mature iteratively in line with progression of design and controls for the new Transport Portfolio Office (TPO). It is anticipated that a more



comprehensive and mature pipeline/portfolio view will be available from end March 2024.

- Examples of the types of formats the committee can expect to see coming forward have been proposed in *Appendix 2*.

### **3. Financial Implications**

- None as a result of this paper. Finances are reported to this committee separately. We will however review how we can combine the performance of delivery and funding expenditure into a single report to enable more efficient scrutiny in relation to delivery.

### **4. Legal Implications**

- None identified because of this paper.

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

- All projects delivered as part of the capital programme are delivering against the key objectives of the local transport plan.

### **6. Equalities Implications**

- None identified because of this paper. Equality impacts are assessed within each scheme.

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

- Schemes progress through the transport capital programme are enabling improved connectivity through more sustainable choices to the region's communities for access to employment, education, and other services.

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

- The report deals with schemes that will improve connectivity across the wider West Midlands Combined Authority (WMCA).

### **9. Other Implications**

- No implications because of this paper.

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

- Appendix 1: Capital Delivery Project Summary Update
- Appendix 2: Example reporting formats (for future reporting)



**Appendix 1: Capital Delivery Project Summary Update**

**Capital Delivery: Project Summary Updates**

Programme	Project Name	Status	Forecast Comp Date	DCA	Summary Update
Sustainable Transport	SPRINT Phase 2	FBC	Q4 2025		<p>With Phase 1 completed prior to the Commonwealth Games, SPRINT (Bus Rapid Transit) will continue to expand its offer of improved connectivity on the network; from the Black Country, through Birmingham City Centre, to Solihull and the Airport. The remainder of the delivery programme has been split into two phases, with segments in Walsall likely to complete later in 2025 due to some constraints regarding land assembly and governance requirements.</p> <p>Land acquisitions are progressing for Sprint phase 2 at Metro Inn, Keeper’s Gate and Jaguar Land Rover (JLR). An options agreement is in place for JLR and Keepers gate, and the Metro inn land will be proceeding through a compulsory purchase order in Q2 2024.</p> <p>In March 2024, cabinet approval from Birmingham City Council and Solihull Metropolitan Borough Council will be requested. We are liaising closely with the councils to ensure that all the key requirements are adequate for successful and time-critical cabinet submission.</p>
	Hagley road (Phase 1)	OBC	Q2 2025		<p>Hagley road project; a space reallocation scheme between Five Ways and Highfield Road (approximately 300m). The design is being developed through Q1 and into Q2 2024, with opportunities for multi-modal means of transportation including cycling and public realm.</p>

	Dudley interchange	FBC	Q3 2025	<p>Dudley Interchange project will deliver a new interchange for Dudley comprising a best-in-class sustainable interchange hub, realising significant external works and improvements to public realm.</p> <p>The interchange was closed to the public on Sunday 14 January 2024, with the new metro infrastructure being delivered as part of these new multi modal interchange works. The procurement approach has been approved by TfWM delivery group in January and contracts for the early contractor information are expected to be awarded by end of February 2024. Enabling works and demolition of the existing station will take place in Q1 2024.</p>
Sustainable Transport / Integrated Transport Services	Cross City Package 1	FBC	Q1 2024	<p>This project is made up of the following five schemes: Margaret Street, Snow Hill, Alcester Road, Newhall Street and Summer Hill. All schemes have been delivered except for Summer Hill which will be completed between January and March 2024.</p>
Rail	Perry Barr Station and Bus Interchange	Complete	Q2 2022*	<p>The station and interchange are complete, operational and handover to Network Rail for the station has concluded. *Passengers have been experiencing the benefits of this new infrastructure since the Commonwealth Games. TfWM are working with BCC to conclude remaining paperwork and bring the project to a close.</p>
	University Station	Delivery	Q1 2024	<p>Major works are complete, and authorisation has been received from the ORR to bring the station into use. Final preparations are underway for the imminent hand back and opening of the completed station. Minor upgrade works to the existing station are planned for Spring 2024.</p>
	Package 1: Darlaston and Willenhall	Delivery	Q1 2025	<p>The project has been successfully mitigating significant challenges relating to the administration of the principal contractor due to financial insolvency. The contract has been novated to a new contractor (Kier) and work is underway to complete a rebaseline exercise for the project.</p> <p>Keir have mobilised on site and land remediation activities are progressing. Despite challenges, the project remains on track to deliver significant benefits to the region and transport network as prescribed in the approved business case.</p>

	Package 2: Moseley, Kings Heath, and Pineapple Road	Delivery	Q4 2024	<p>Construction works are progressing across all three sites with a planned 9-day closure of the railway in late February to undertake disruptive works.</p> <p>Project challenges relate to conclusion of the detailed design and site conditions. Focus remains on mitigating schedule to maintain forecast completion date.</p> <p>Recent community engagement activities were undertaken in November and December 2023 with submissions received from the public that could be used in materials for use on site.</p>
Metro	Wednesbury Brierley Hill Extension (WBHE)	Delivery	Q1 2025	Delivery is substantively complete, with removal of any temporary measures and activities to close out of the project underway. Some minor works for close out being managed with TfWM and BCC.
	Birmingham Eastside Extension (BEE)	Delivery	Q1 2027	Phase 1 sections are progressing to completion and Phase 2 is progressing it's final planning to enable construction works to complete for 2025. A business case update is underway, and the project is focusing on managing some critical dependencies to maintain completion dates.
	Wolverhampton City Centre Extension (WCCE)	Delivery	Q3 2023	Major works complete and operations commenced. Some minor works remain to complete to fully close out the project.

**Appendix 2: Example reporting formats (for future reporting)**

TFWM CAPITAL DELIVERY PORTFOLIO – SUMMARY DASHBOARD - <i>example format</i>						AMBER	
DELIVERY PROGRAMMES	SUMMARY	TIME	COST	QUALITY	SAFETY	RISK	
<b>PROGRAMME NAME</b>	Status and Summary Achievements in last calendar Quarter.						
<b>PROGRAMME NAME</b>	Status and Summary Achievements in last calendar Quarter.						
<b>PROGRAMME NAME</b>	Status and Summary Achievements in last calendar Quarter.						
BUDGET BASELINE	BUDGET FORECAST	PRG	UPCOMING CRITICAL PATH MILESTONES	BASELINE FINISH	FORECAST FINISH		
		METRO					
		METRO					
KEY ISSUES/CONSIDERATIONS		METRO					
		RAIL					
		RAIL					
		RAIL					
		ST					
		ST					
		ST					

Example Only

*Financial  
Summary profile  
(example format  
and content  
only)*

£000's	November Year to Date			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Project name						
Project name						
Project name						
Project name						
Project name						
Project name						
Project name						
<b>Total WMCA Delivered Schemes</b>						
Project name						
Project name						
Project name						
Project name						
Project name						
<b>Total Externally Delivered Schemes</b>						
<b>Total Transport Capital Portfolio</b>						







## Transport Delivery Overview & Scrutiny Committee

<b>Date</b>	22 January 2024
<b>Report title</b>	Member Engagement Groups - Progress Report
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
<b>Accountable Employee</b>	Pete Bond, Director of Integrated Transport Services email: pete.bond@tfwm.org.uk
<b>Scrutiny Champions</b>	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:

- (1) Note the report, and consider whether it wishes to consider any of the matters discussed at the recent Member Engagement Groups at a future meeting.

## 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 Subcommittee 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 – 18 December (Councillor Tim Huxtable)**

The Rail Metro & Sprint MEG met on Monday 18 December. This will be reported on at the 22 January committee meeting as it will fall too close to the date that these papers need to be finalised.

The next meeting of the Rail, Metro & Sprint MEG will be held on Monday 5 February.

5. **Passenger & Road Safety – 13 December (Councillor David Stanley)**  
The Passenger & Road Safety MEG met on Tuesday 13 December.

- **Highlights & Performance**

Passenger Safety:

- Year to date crime across the public transport network decreased 22% compared to 2022/23 figures.
- Against last month, West Midlands force crime has decreased by 6.9%.
- Bus crime decreased during the past month with 338 crimes (-8.7%).
- Train crime increased last month with 159 crimes (16.4%).
- Metro crime increased with 13 crimes last month.
- Anti-Social Behaviour, the number of incidents reported a decrease from 423 to 415 (which were mainly vaping reports).
- There were 18.9 million passenger journeys made by bus in that time period, approx 5.3 million train passenger journeys, and 754,000 tram passengers.

## Road Safety:

- There were three fatal collisions in November resulting in a further four fatalities on our roads.
- This takes the recorded total fatalities to 46 for January to November 2023, compared to 44 during the same period in 2022. That said, 12 fatalities were recorded in December 2022, which is significantly over the monthly average, so we are hopeful of seeing an overall year on year reduction in road fatalities in the region for 2023.
- A long list of 83 actions have been identified by the Road Safety Partnership as being relevant to the delivery of the objectives of the Local Transport Plan and Refreshed Regional Road Safety Strategy 2023-2030. These have been prioritised and will be used to formulate a Draft Road Safety Action Plan 2024-2030 in preparation for formal consultation commencing in February 2024.
- Average Speed Enforcement (ASE): Slow progress is being made in agreeing a new Operational Working Agreement for average speed enforcement between local authorities, West Midlands Police and TfWM. However, WMP has written to all local authorities and TfWM to outline their position and offer for the future management of the scheme.

- **Challenges & Risks**

There were no noted challenges and risks this meeting.

- **Recommendations**

There were no recommendations.

The next meeting of the Passenger & Road Safety MEG will be held on 1 February 2024.

## 7. **Air Quality, Congestion & Environmental Impact** – 28 November (Councillor Ian Ward)

The Air Quality, Congestion & Environmental Impact MEG met on Tuesday 28 November. This led to the item on the role of green infrastructure for air quality and climate resilience being on the agenda of this 22 January TDOSC meeting. The MEG will meet on 30 January. The agenda items for discussion are considered below.

- **Highlights & Performance**

The meeting on 30 January will consider:

- Bus issues relating to improving air quality.
- University of Birmingham WM-Air Research Modelling exercises, covering predicted air quality impacts of motorway and main road speed reductions, electrifying the vehicle fleet and road closures.
- PM2.5 source apportionment

- **Challenges & Risks**

Challenges of improving air quality by the bus and transport sector will be considered.

- **Recommendations**

The outputs of the meeting will be considered for any recommendations to take to a future TDOSC meeting.

8. **Finance & Performance** – 16 January (Councillor Pervez Akhtar)

The Finance & Performance MEG met on 16 January. A verbal update will be provided at the Transport Delivery Overview & Scrutiny Committee.

9. **Passenger First** – 3 January (Councillor Carol Hyatt)

The Passenger First MEG met on Wednesday 3 January 2024.

- **Highlights & Performance**

The MEG started as a public meeting by welcoming a representative of Ring and Ride users to share her experiences of how changes had affected the service since the Covid pandemic and subsequent takeover by National Express. It was explained that a key negative change was the inability to block book services for passengers and in advance of travel, this had meant that several users had not been able to attend regular activities. This had also impacted on carers and some users had had to catch taxis, with the level of care users experience when travelling by taxi nowhere near the levels previously provided by the Ring and Ride drivers. Additional operational issues were highlighted including problems with drop off and pick up locations and reliability and punctuality. The Chair asked if the problems were a result of the service being reduced, therefore users being unable to secure a place? It was explained that the main issue was that as carers could not block book on behalf of users, who needed the security of knowing that a place was booked, the service was no longer being used at all by these passengers to attend this specific activity, and there were a lot of service users who would like to use Ring and Ride to attend the sessions. A number of councillors present agreed with the comments that had been made, explaining that they received similar feedback from their constituents.

In response to the concerns raised, officers explained that there was an agreed change, which was previously shared with Transport Delivery Committee, when the service was taken over by National Express from the Accessible Transport Group (ATG), with more of a focus on travel for individuals, not groups, to attend essential services, activities and appointments. Passengers could still use the service to attend group activities, but it was not possible to guarantee travel as a group or facilitate

block bookings. Whilst Ring and Ride could no longer guarantee that users can travel together, effectively private group hire, there were alternative organisations, such as Community Transport Group, who could offer a more bespoke private hire arrangement to not-for profit groups at a reasonable cost. A councillor asked how many Ring and Ride vehicles operated in total and if they were equally applied. Officers confirmed that a total of 70 vehicles were available, and they were equally divided according to population size of each district, with the exception of Coventry, which had additional capacity due to the service there also incorporating the On-Demand bus service. This was a reduction from the 112 vehicles that were available prior to the Covid pandemic and the previous operator, ATG, entering into administration.

Officers committed to getting in touch with the passenger representative for further discussion on the concerns raised and share details of the Community Transport Group who would be able to provide the service being asked for. Additionally, should members have concerns raised with them directly around the performance of Ring and Ride then the specifics of these issues should be raised through the Members Engagement email address for investigation.

The meeting then moved to private session and picked up an item from the previous meeting, the Chair had passed on contact details for a Punjabi speaking language station and NHS recognised, Wolverhampton Community Radio station, however no contact has been made yet. The stations and Wolverhampton's own council were keen to engage to share important information for free, via their channels. It was possible that limiting information to paid for channels only had limited the people reached.

To follow on from the Ring and Ride item previously discussed, officers referred to the draft Ring and Ride Target Operating Model paper that had been shared ahead of it being presented to TDOSC. Councillors asked if the full paper would include comparisons to how such services were provided in other similar areas and if it would expand on the Coventry trial. Officers responded that other large met authorities provide a very similar service, but they did get better value for money, albeit with in some cases much higher fares. The Chair asked for clarification of the timeline and to understand what targets have been set and asked if TfWM had looked at other sources of funding. Officers confirmed that consideration of wider funding streams and benchmarking against similar services in other places would be incorporated into the wider review. Whilst there were no specific targets as yet, these would be developed with the successful supplier and include metrics such as patronage, reliability and punctuality, customer satisfaction etc., with key themes for a more inclusive service. In terms of timeline looking for new model to run from early 2025 to incorporate any changes needed as a result of any changes to local bus service provision. Contract due to be awarded in early mid 2024 with mobilization over the second half of 2024 and service launch in early 2025.

Members received a Bus Business update, starting with an update on festive service provision, with next steps to look at usage to inform proposals for Christmas 2024. Officers confirmed that in the week before Christmas the Terms and Conditions were signed off for Bus Service Operators Grant+ funding and the Network Support Grant using money reallocated with the West Midlands Bus Service Improvement Plan (BSIP). This would result in a largely stable network to the end of December 2024 with the exception of changes required due to changes in travel habits or as a result of congestion on journey times. A region wide bus network review would be undertaken during 2024 for implementation in January 2025 which due to the current funding predictions could result in significant service reductions unless additional funding can be secured. Officers were currently engaged in dialogue with DfT around funding for bus services beyond the end of the 24/25 financial year.

Members were reminded that Dudley bus station would close for redevelopment from 13 January with services moving to a temporary interchange from Sunday 14 January.

Members were presented with an excellent overview of bus network performance system that was currently under development to look at how we can monitor and seek to work with operators to improve the quality of bus journey monitoring. A key change to note was that this now gave us access to all operators operational data. Some of the anomalies and issues with data and technology that had already been discovered was explained, including late and early running and why some services were not being correctly tracked. A councillor asked as to why some timing points had been moved, with drivers advising that timing points had, in some cases been moved to stops that were not suitable. Officers asked for specific feedback as there should be sufficient room at timing points for buses to be able to await time whilst not blocking traffic. Councillors raised concerns around buses running in convoy, officers advised this happened as a result of congestion, but should be managed more effectively and asked for councillors to send officers details to allow further action to be taken.

Members then received some brief comments on a Fares and Ticketing report that had been shared, which the Chair commended the officer on as it was very comprehensive and well structured. Key updates to note that TfWM would have full multi modal capped ticketing and were only 1 of 2 areas that the Government was working on with regards to Swift on rail. The work being done in the West Midlands would shape future national developments.

As delegated by the TDOSC, members received a presentation on work to passengers expressed issues with real time bus information and the current program of work to resolve the issues. The presentation, which was to be shared with members, included details of the challenges and resolution. A councillor raised concerns that in the Dudley area screens only ever showed scheduled times rather than the countdown and asked why destinations were often incorrect. The officer responded that we are aware

that some data errors occurred and did make manual changes where these were brought to our attention. Members were asked to report the detail of such occasions when either services are not displaying real time information or where destination information appeared incorrect. A further detailed discussion around this issue would take place at a future meeting with a full update to be brought to TDOSC in March.

Due to the meeting overrunning it was agreed to defer the customer service update, which included detail around operator complaints to the next meeting. It was also agreed to defer the cycle hire update to the next meeting and to include an update on e-scooters in this item. **Challenges & Risks**

Bus Business: During the festive period bus passenger numbers were slightly down on the previous year and costs are considerably up. Members also made aware that it is extremely likely that we will be looking at significant bus service changes from January 2025 with service reductions likely as a result of reduced funding.

- **Recommendations**

Ring and Ride: Officers to contact the service user who joined the meeting to investigate the detail of some of her issues. All councillors encouraged to email officer with individual and specific praise and complaints with specific details of where current service is falling short of expectations. All councillors are also encouraged to take advantage of the opportunity to visit the Ring and Ride booking centre at 16 Summer Lane ahead of the next TDOSC on 22 January.

Target Operating Model: Officers to look at specific targets and to see how feedback can best be obtained from a broad range of users including drivers.

Communications: The use of local information radio stations shared by councillors to be acted upon and this to be an agenda item in the forthcoming MEG meeting to assure councillors that this is taking place. Further details of how hard to reach customers are being reached to be part of the report.

The next meeting of the Passenger First MEG will be held on Wednesday 7 February 2024.

10. **Sustainability & Active Travel** – 9 January (Councillor Martin McCarthy)

The Sustainability & Active Travel MEG met on Tuesday 9 January.

- **Highlights & Performance**

The MEG was hosted at the West Midlands Cycle Hire depot in Selly Oak and the group received a presentation from Andrew Thrupp, Head of Operational Assets, TfWM and Stephen Bermingham, Implementation Manager (Micromobility), TfWM.

The presentation outlined the West Midlands Cycle Hire (WMCH) scheme, which was a regional scheme that had been signed off by the WMCA Board, on the basis of having the provision across each of the West Midlands Combined Authority areas.

Transport for West Midlands (TfWM) currently had a 5-year contract in place with Serco, which is due to end in October 2025, originally launching in March 2021. 1500 bikes are available, 10% of them e-bikes. At present, e-bikes were well-used, scheme users appear to be willing to pay an additional fee to have the benefit of pedal assist.

In order to tackle bike availability, vandalism and crime related to the West Midlands Cycle Hire scheme, TfWM had liaised with different regions nationally who were in similar circumstances. An options report with a recommended way forward is being compiled following these concerns being raised at Strategic Transport Board. This would aim to make improvement to the scheme in the short term and make it sustainable in the long term. A key element of this approach was identified as liaising and collaborating with West Midlands Police, through TfWM's Safer Travel Team.

In terms of mitigations to tackling vandalism, TfWM were delivering a full contingency plan which would be rolled out until the end of the contract, October 2025. This plan explicitly explored a range of areas such as reporting, having dedicated police resource to tackle crime. Guests noted the impact of vandalism taking place nationally across similar schemes, with a particular reference to a scheme in Cardiff, which had recently been cancelled because of ongoing vandalism and theft.

Usage data was shared and explored with members. The Chair queried which mode of Active Travel would be seen as most successful in terms of comparing datasets for both bikes and scooters. Financially, it was said that there is a better case for scooter usage due to price points, as scheme users were willing to pay more for the unlock and usage fee in order to have an electric assist. It was also shared that e-bikes were used 2-3 times more than pedal bikes due to pedal assist, which increases the likelihood of a customer starting a journey or willing to take a longer journey.



It was noted the performance of e-scooters were positively impacting other micromobility schemes, such as West Midlands Cycle Hire due to the large popularity growth of scooters nationally.

As the cycling network across the West Midlands expands, funded by both Active Travel Fund (ATF) and CRSTS, TfWM expect to see increased usage in the West Midlands Cycle Hire scheme.

- **Challenges & Risks**

The MEG was joined by Logan Gray (Serco), who supports the operation of the scheme. Logan shared some of the scheme challenges due to vandalism and the costs implicated to repair and recommission bikes back into operation. As well as the cost of the repairs themselves, this clearly also has a secondary impact in terms of revenue generation due to the reduction in the availability of bikes.

Questions were raised by members regarding approval from central government, in terms of legislation in relation to e-scooters. It has been confirmed that there is a restriction on scooters nationally, however, the e-scooters part of this scheme are currently operating as part of a government trial, until May 2026. Though there was temporary legislation covering this mode, TfWM still had control over how e-scooters perform, through the use of enhanced security measures, such as speed, and location of operation.

- **Recommendations**

Members discussed opportunities to reduce vandalism and crime through CCTV. It was understood that a large proportion of cameras within the Combined Authority area are TfWM operated. The chair of the MEG suggested to compile a list of stations for other modes, such as bus and rail, which are located alongside West Midlands Cycle Hire. This list could then be used to angle cameras in order to have visuals of particular docking stations where we are currently seeing vandalism take place. TfWM Officers to action this recommendation.

The next meeting of the Sustainability & Active Travel MEG will be held on Tuesday 23 January 2024.

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## Transport Delivery Overview & Scrutiny Committee Work Programme

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p><b>Deeper Devolution Deal Transport Implementation Plan</b> To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.</p>	26 February 2024	Adam Harrison	No
<p><b>Park &amp; Ride Estates</b> To receive an update on Park &amp; Ride Estates and to make any further recommendations to the WMCA Board.</p>	26 February 2024	Pete Bond Andy Thrupp	No
<p><b>Capital Performance</b> To consider the latest performance of the Capital Programme, and to make any recommendations to the WMCA Board.</p>	26 February 2024	Jenni MacKenzie	No
<p><b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	26 February 2024	Janna Simpson	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p><b>HS2 Announcements and Funding of Network North Projects</b> An update report on funding allocated to Network North projects, any funding gap for these projects based on previous funding assumptions. The funding allocated to the Midlands Rail Hub and whether any additional projects were to be include in this in the absence of the HS2 northern leg.</p>	18 March 2024	Tom Painter	No
<p><b>Regional Road Safety Strategy Action Plan</b> Consultation on the draft Regional Road Safety Action Plan prior to its formal approval by WMCA Board and to make any further recommendations to the WMCA Board.</p>	18 March 2024	Darren Divall	No
<p><b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	18 March 2024	Janna Simpson	No
<p><b>Pre-Decision: Future Bus Delivery Options</b> To review the franchising assessment and to make any further recommendations to the WMCA Board to help inform a decision as to whether the Authority should progress further to audit and consultation.</p>	July 2024	Pete Bond Jon Hayes	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p><b>Pre-Decision: West Midlands Ring &amp; Ride and Demand Response Transport Service</b> To report on the proposed outcome of the introduction of the revised target operating model of the West Midlands Ring &amp; Ride and Demand Responsive Transport Service prior to WMCA Board.</p>	July 2024	John Hayes Steve Hayes	No
<p><b>Draft Safer Travel Plan 2024 – 2027</b> To consider the draft Safer Travel Plan prior to its publication in the Autumn 2024, and to make any further recommendations to the WMCA Board.</p>	July 2024	Kerry Blakeman	No
<p><b>Deeper Devolution Deal Transport Implementation Plan update</b> To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.</p>	July 2024	Adam Harrison	No
<p><b>Member Engagement Groups -Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	September 2024	Janna Simpson	No
<p><b>Transport Policy &amp; Delivery Workshop</b> A workshop to help prepare the committee for the forthcoming Q&amp;A on transport policy and delivery related matters.</p>	October 2024	Pete Bond Lyndsey Roberts	

Title of Report	Date of Meeting	Employee to Contact	Confidential
<p><b>Q&amp;A: Portfolio Lead Member for Transport (Transport Policy and Delivery Matters)</b> A Q&amp;A with the Portfolio Lead for Transport on transport policy and delivery related matters.</p>	October 2024	Pete Bond Lyndsey Roberts	No
<p><b>Budget Workshop: Joint Overview &amp; Scrutiny Committee</b> A joint Overview &amp; Scrutiny workshop to prepare members from Transport Delivery Overview &amp; Scrutiny Committee and Overview &amp; Scrutiny Committee for the forthcoming Mayoral Q&amp;A</p>	December 2024	Linda Horne Lyndsey Roberts	No
<p><b>Joint Overview &amp; Scrutiny Committee: Mayoral Q&amp;A - Proposed Draft Budget</b> A Q&amp;A with the Mayor and Portfolio Lead for Finance on the proposed draft budget.</p>	December 2024	Linda Horne Lyndsey Roberts	No
<p><b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	December 2024	Janna Simpson	No
<p><b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.</p>	January 2025	Janna Simpson	No

Title of Report	Date of Meeting	Employee to Contact	Confidential
<b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	February 2025	Janna Simpson	No
<b>Deeper Devolution Deal Transport Implementation Plan</b> To review progress being made on the Deeper Devolution Deal Transport Implementation and to make any further recommendations to the WMCA Board.	February 2025	Adam Harrison	No
<b>Member Engagement Groups - Progress</b> To consider the performance, challenges and risks discussed as part of each Member Engagement Group and to make any further recommendations to the WMCA Board.	March 2025	Janna Simpson	No

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# West Midlands Combined Authority

## Forward Plan

## Forthcoming key decisions

Title of key decision:	Decision to be taken by and date:	Open or Exempt:	Portfolio Lead	Employee to contact:
<b>Regional Activity &amp; Delivery Update</b> To receive an update on the latest activities of the WMCA.	WMCA Board 12 January 2024	Open	Andy Street Mayor	Laura Shoaf Chief Executive of the West Midlands Combined Authority
<b>WMCA Draft Budget 2024/25</b>	WMCA Board 12 January 2024	Open	Councillor Bob Sleigh Finance Portfolio Lead	Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant
<b>Financial Monitoring Report 2023/24</b> Financial Monitoring Report 2023/24 for January 2024 Board	WMCA Board 12 January 2024	Open	Councillor Bob Sleigh Finance Portfolio Lead	Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant
<b>European Athletics Championships</b> To consider an update on the latest developments with this issue.	WMCA Board 12 January 2024	Open	Councillor Bob Sleigh Finance Portfolio Lead	
<b>Constitution</b> 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.	WMCA Board 12 January 2024	Open	Andy Street Mayor	Helen Edwards Director of Law and Governance

<p><b>West Midlands Digital Roadmap 2024-2027</b> 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 12 January 2024</p>	<p>Open</p>	<p>Councillor Patrick Harley Culture &amp; Digital Portfolio Lead</p>	<p>Mike Lewis Strategic Lead – West Midlands Digital Roadmap</p>
<p><b>WMCA Budget 2024/25</b> To present the proposed 2024/25 budget for approval</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor Bob Sleigh Deputy Mayor</p>	<p>Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant</p>
<p><b>Skills Bootcamps Change Request</b> To seek approval of a business justification case for a change in the activity that would be delivered in respect of the Skills Bootcamp Provision from 1 April 2024.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor George Duggins Skills &amp; Productivity Portfolio Lead</p>	<p>Louise Phipps Senior Delivery Manager- Higher Level Skills</p>
<p><b>Employment &amp; Skills Strategy for Deeper Devolution</b></p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor George Duggins Skills &amp; Productivity Portfolio Lead</p>	
<p><b>State of the Region</b> 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><b>Homes for the Future Strategy</b> To consider and approve the Homes for Future Strategy</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor Ian Courts Housing &amp; Land Portfolio Lead</p>	<p>Mia Higgins, Tanya Patel, Leo Pollak Programme Support Officer, Governance Services Officer, Head of Policy</p>
<p><b>Faith Strategic Partnership Board - Faith Covenant</b> To agree the proposed Faith Covenant.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor Kerrie Carmichael Inclusive Communities Portfolio Lead</p>	
<p><b>Penalty Fare Bye-Laws for the Midland Metro</b> To agree new bye-laws governing penalty fares on the Midland Metro.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Councillor Mike Bird Transport Portfolio Lead</p>	
<p><b>Arrangements for Mayoral Question Time with MPs</b> To agree the arrangements for mayoral question time sessions with the region's MPs.</p>	<p>WMCA Board 9 February 2024</p>	<p>Open</p>	<p>Andy Street Mayor of the West Midlands</p>	
<p><b>WMCA Financial Monitoring Report - March 2024</b> To update on the latest financial position</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor Bob Sleight Deputy Mayor</p>	<p>Beverly Sullivan, Sally Truman Financial Planning and Coordination Manager, Lead Financial Planning Accountant</p>
<p><b>Investment Zones and Levelling Up Zones</b> To consider the latest position.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor Stephen Simkins Economy &amp; Innovation Portfolio Lead</p>	
<p><b>Skills Funding</b> To consider the latest position regarding skills funding.</p>	<p>WMCA Board 15 March 2024</p>	<p>Open</p>	<p>Councillor George Duggins Skills &amp; Productivity Portfolio Lead</p>	<p>Dr. Fiona Aldridge Head of Insight &amp; Intelligence</p>

<b>Zero Emission Bus Regional Area (ZEBRA) Update</b> To provide an update on the latest ZEBRA developments.	WMCA Board 15 March 2024	Open	Councillor Mike Bird Transport Portfolio Lead	
<b>Black Country Innovative Manufacturing Organisation</b> To consider the latest BCIMO update.	WMCA Board 15 March 2024	Open	Councillor Mike Bird Transport Portfolio Lead	
<b>WMCA's Overview &amp; Scrutiny Committee and Transport Delivery Overview &amp; Scrutiny Committee - Progress Update</b> 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.	WMCA Board 15 March 2024	Open	Andy Street Mayor	Lyndsey Roberts Scrutiny Officer
<b>Ring &amp; Ride Update</b> To provide an update on the latest activity.	WMCA Board 19 July 2024	Open	Councillor Mike Bird Transport Portfolio Lead	Pete Bond Director of Integrated Transport Services
<b>Bus Options Report</b> To consider options for the future delivery of the region's bus network.	WMCA Board 19 July 2024	Open	Councillor Mike Bird Transport Portfolio Lead	

## 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 92 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](mailto:governance.services@wmca.org.uk)).

Councillors or members of the public wishing to:

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

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

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