



WEST MIDLANDS
COMBINED AUTHORITY

WMCA Board

Date	8 December 2017
Report title	Governance for Establishing Advanced Quality Bus Partnerships
Portfolio Lead	Councillor Roger Lawrence - Transport
Accountable Chief Executive	Keith Ireland, City of Wolverhampton Council email: keith.ireland@wolverhampton.gov.uk tel: (01902) 554500
Accountable Employee	Guy Craddock, Alliance & Statutory Delivery Specialist email Guy.Craddock@tfwm.org.uk tel: (0121) 214 7109
Report to be/has been considered by	Strategic Transport Officers Group - 13 November 2017 Programme Board - 24 November 2017

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Approve the delegation of responsibility for the making of Advanced Quality Bus Partnership Schemes (AQPS) including the oversight of any required consultation (statutory or otherwise), to the Transport Delivery Committee (TDC). The TDC shall have an ongoing responsibility to report its activity to the West Midlands Combined Authority Board.
- (2) Amend the terms of reference for the Transport Delivery Committee to reflect the approved delegation.

1.0 Purpose

1.1 To approve the proposed actions to streamline the approvals process within the West Midland Combined Authority (WMCA) for the creation of Bus Partnership schemes in line with delivery objectives of the West Midlands Bus Alliance.

2.0 Background

2.1 As outlined in Appendix 1, the current internal approvals process for the creation of formal bus partnerships adds anything up to four months to the minimum legal requirements for making such schemes. This is against a background of member Authorities wanting to work with the WMCA to create Advanced Quality Bus Partnership Schemes (AQPS) in their strategic centres as quickly as possible.

3.0 Next Steps

3.1 With a streamlined process in place this will allow a report to be brought to a subsequent meeting of the committee to start formal consultation on a totally new Advanced Quality Bus Partnership for Wolverhampton City Centre and a revised scheme for Birmingham City Centre.

4.0 Financial implications

4.1 There are no direct financial implications as a result of this report with all on-going related TfWM activities and agreed enhancements funded within existing revenue and capital budgets. Any future proposed enhancements in relation to delivery of Advanced Quality Bus Partnerships where TfWM input/support is required will need to be formally considered and evaluated. Any one-off and on-going financial implications can be quantified before any decision is made.

5.0 Legal implications

5.1 There are no direct legal implications of this report.

6.0 Appendices

- Appendix 1 – Briefing paper on changing the Governance for Establishing AQPS dated 23rd October 2017

Appendix 1



Date: 23 October 2017
From: Guy Craddock
Subject: Governance for establishing AQPS

Purpose

1. To streamline the approval process for the creation of Advanced Quality Partnership Schemes (AQPS) whilst still maintaining both the visibility and accountability with the wider West Midlands Combined Authority (WMCA).

Recommendations

2. Endorse that a request is made to the West Midlands Combined Authority Board that they agree that the Transport Delivery Committee can approve both the consultation on and the making of Advanced Quality Partnership Schemes. In doing this the Senior Transport Offices Group (STOG), WMCA Programme Board and the WMCA Board would still be kept fully informed of the actions taken through existing processes.

Background

3. As part of the delivery of the West Midlands Bus Alliance the WMCA is committed to the introduction of further Advanced Quality Partnership Schemes (AQPS) in key centres across the West Midlands. The introduction of such schemes needs to be phased and done in conjunction with district partners to achieve affective outcomes.
4. Currently we have an AQPS in Birmingham City Centre with the Solihull town centre scheme due to be effective from 26th November. There is a need to start consultation on a similar scheme for Wolverhampton City Centre and to revise the Birmingham scheme to reflect the requirement for a Clean Air Zone (CAZ). Walsall Council are keen we create a similar scheme for their town centre where there has already been some informal consultation with both council officers and the bus operators. Coventry City Council are keen to look at a scheme for their city centre which may be linked to any interventions they are required to do to meet air quality issues in the city.

Current Implementation procedure

5. The introduction of any AQPS has to follow statutory guidance issued by the DfT to ensure the scheme is legal and that we are able to defend any subsequent challenges.

6. To introduce a scheme there needs to be a period of three months' formal consultation and, once the scheme is finalised, a further three months' notice of the start of the scheme. This means there is an unavoidable process that takes somewhere between six to seven months to create a scheme.
7. Under the current arrangements to commence this process and formally make the scheme requires full approval from the WMCA Board.
8. To reach the board at both stages (consultation and making of the scheme) requires approvals to be sought at the following which adds around four to five months to the process (because of the set meeting cycles).
 - Transport Delivery Committee (TDC)
 - Senior Transport Offices Group (STOG)
 - WMCA Programme Board
 - WMCA Board
9. This means for example if we took a report to start consultation for an AQBPS to the 4th October 2017 meeting of the Transport Delivery Committee the earliest that scheme could go live is the first week of September 2018.
10. In addition the local district authorities are required to follow their formal governance structures which can add further to the timescales.

Proposed revised process

11. The very nature of AQPSs means that WMCA needs the ability to react quickly to both meet ours and our district partner needs so we would like to propose a more streamlined approach to getting approvals.
12. Within the current terms of reference for the Transport Delivery Committee they can already specifically make recommendations to the West Midlands Combined Authority Board on quality bus partnership schemes. We are seeking for the committee to be able to approve the consultation and implementation of such schemes. There would still need to be a process in place so that the Senior Transport Offices Group, WMCA Programme Board and WMCA Board have visibility of decisions made on Advanced Quality Bus Partnership Schemes made by the Transport Delivery Committee and it is envisaged this will be through existing lines of reporting.