



Name of meeting: Transport Delivery Overview and Scrutiny Committee

Meeting date: 9 September 2024

Report title: WMCA Board Summary Report

Responsible Director: Anne Shaw – Executive Director TfWM

Report author: Anne Shaw – Executive Director TfWM

Key Decision? No

Is the ability for the Combined Authority to make a decision internally reliant on Constituent or Non-Constituent Councils making a formal decision first?

Yes No

Public/private report: Public

- 1. Decision/s Recommended**
 - 1.1 Note the reports that are due to be presented at the WMCA Board on the 11 October 2024 and engagement with Committee members through discussions in the Member Engagement Groups providing input.
- 2. Voting Requirements**
 - 2.1 A majority of voting members, in attendance in the meeting room and indicating their preference, are required to vote in favour of any recommendation/proposition for it to become a decision of the Transport Delivery Overview & Scrutiny Committee,
- 3. Executive Summary**
 - 3.1 There are four reports due to be presented to the WMCA Board on the 11 October as listed below with a brief summary of each.
 - 3.1.1. Bus Depot Strategy - The need for a depot strategy to remove barriers of entry for bus operators to the region. This is required to deliver under any operating model including de-regulated market or under a franchised model. This will help to support competition as bus fleets adapt to zero emission models where infrastructure can lock out competition on a permanent basis unless the infrastructure is owned and managed through the LTA. Depot ownership is a key mechanism to drive in competition to the

regional bus industry and assist in managing costs for contracted socially necessary services or under a franchised market. There are no financial decisions as a consequence of this report directly as it is to agree the strategic approach and noted that each depot site will be taken through the relevant governance with an individual business case. The assumption for depots is borrowing and where possible they will seek to be self-financing through income.

- 3.1.2. Bus network Stabilisation update – Following private discussions at the WMCA board in July, this report will update the board on progress made to enter into initial negotiations with bus operators to consider further grant agreements with bus operators to stabilise and maintain the bus network from January 2025 following the current grant agreements expiring in December.
- 3.1.3. The Provision of Ring and Ride and Demand Responsive Transport for the region – This will set out the new Target Operating Model (TOM) for Ring and Ride and Demand Responsive services across the region from April 2025. Ring and Ride is a provided through local policy decisions of the WMCA as a socially necessary service that tackles social inequality including loneliness and ensuring accessibility to local amenities and services for residents with mobility issues and who cannot access mainstream public transport. The report will provide an overview of the procurement process and that securing the best value for money objectives from the new contract will require a 5-year funding allocation to provide contract certainty to invest in fleet, technology, people and processes. This will help to optimise the service for its customers and attract new customers to the service.
- 3.1.4. Road Safety Action Plan 2024-2030 – this sets out the key actions to be taken across multiple partners including the WMCA, Local Authorities, West Midlands Police, West Midlands Fire services and other agencies to achieve the vision zero policy goal of reducing by 50% the numbers of killed and seriously injured on our roads by 2030.

4. Matters for Consideration

- 4.1 Many of the subjects within the reports have been discussed through Member Engagement Groups with many members of the Committee.
- 4.2 This Committee may wish to provide any additional thoughts and commentary ahead of the WMCA board on the 11 October which can be taken into consideration.

5. What options have been considered and what is the evidence telling us about them?

- 5.1 Each item to be presented to the WMCA board has considered various options and this will be set out in the individual board reports.

6. Reasons for recommending preferred option

- 6.1 The recommendation of the preferred option will be set out in each individual WMCA board report.

7. Implications and Considerations

Priority:	Contribution:
Delivery of Strategic Transport Plan	To be set out in the board reports

Priority:	Contribution:
Promote inclusive economic growth in every corner of the region	To be set out in the board reports
Ensure everyone has the opportunity to benefit	To be set out in the board reports
Connect our communities by delivering transport and unlocking housing and regeneration schemes	To be set out in the board reports
Reduce carbon emissions to net zero and enhance the environment	To be set out in the board reports
Secure new powers and resources from central government	To be set out in the board reports
Develop our organisation and our role as a good regional partner	To be set out in the board reports

8. Internal Consultation and Scrutiny:

8.1 The items the subject of this report have been considered in a number of Member Engagement groups prior to this committee.

9. External Consultation and Scrutiny:

9.1 Each report to be presented to the WMCA board will set out the external consultation and scrutiny provided where applicable.

10. Financial implications:

10.1 There are no financial implications because of this report. Each report to be presented to the WMCA board will have detailed financial comments.

11. Legal implications:

11.1 As this is a summary report there are no legal implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

12. Single Assurance Framework implications:

12.1 As this is a summary report there are no SAF implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

13. Risk implications, including Risk Appetite:

13.1 As this is a summary report there are no risk implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

14. Procurement Implications:

14.1 As this is a summary report there are no procurement implications. Enabling services teams will review and contribute to the final individual WMCA Board reports ahead of submission to the Board.

15. Equality implications:

15.1 There are potential positive equity implications for disabled people and people facing social isolation via the new Target Operating Model (TOM) for Ring and Ride and Demand Responsive services across the region from April 2025. There are also potential positive socio-economic implications as referenced in the executive summary. This will be considered in detail in the individual reports being presented to the WMCA board.

16. Inclusive Growth Implications:

16.1 The Inclusive Growth team have reviewed this report and will input into all of the individual board reports.

17. Local Authority Impact:

17.1 Any Local Authority impact will be highlighted in the main WMCA Board reports.

18. List of appendices referred to:

18.1 None

19. Background papers used to compile this report:

19.1 None

20. List of Other Relevant Documents

20.1 None