

Date: 4 September 2017

Report Title: Lead Member Positions and Responsibilities for 2017-18

Report of: The Chair of Transport Delivery Committee

Report has been considered by: Cllrs. Davis, Huxtable and Worrall; Steve McAleavy and Laura Shoaf

Recommendations for action or decision

The Transport Delivery Committee is recommended to:

1. In light of the new Governance arrangements approved by WMCA Board which provide for a sixth Special Responsibility (4 Labour, 2 Conservative in 2017-18) to allocate a Lead Member role to each of the six members.
2. To create a sixth Lead Member role, both to fully reflect the proportional ethos and also the need to enable due member-level focus on the urgent, growing, priority to address traffic congestion and air quality issues
3. To approve related matters set out at 3.0, 'Next Steps' below.

1.0 Purpose

This report updates the Transport Delivery Committee on the outcome and recommendations of the Task & Finish review of Lead Member positions and portfolio responsibilities undertaken by the TDC Chair and Vice-Chairs (minute 10 of the TDC meeting of 10 July refers).

2.0 Background

2.1 Special Responsibility Allowances and Lead Member responsibilities were considered and approved by WMTDC and the Combined Authority Board in the course of the previous municipal year, 2016-17, and provided for five SRAs and five Lead Member roles (with all nineteen TDC members signed up to one of the five Lead Member Reference Groups), as follows:

- Finance & Performance (Vice-Chair - Cllr. Davis)
- Putting Passengers First (Cllr. Hartley)

- Rail & Metro (Cllr. Horton)
- Safe & Sustainable Travel (Cllr. Rowley, succeeded for 2017-18 by Cllr. Holl-Allen under new proportional arrangements)
- Sprint (Chair - Cllr. Worrall)

2.2 The Task and Finish Review Group met three times and Laura Shoaf and Steve McAleavy were consulted in the course of this. There were four key areas of consideration, as follows:

- a. Do the current Terms of Reference cover all the key policy areas TDC members should be briefed and working upon, and is due emphasis given to key, developing, policy areas?
- b. Given the recently-approved proportional model of TDC Governance should there be five Lead Member positions or six?
- c. In light of the experience of the Lead Member Reference Groups in 2016-17, should there be any change to the arrangements for populating these?
- d. Given the acknowledged pressures on officer time, how do we ensure that any new scheme does not create additional work for staff?

2.3 The review's conclusions are as follows:

- a. That there should be a new Lead Member responsibility to enable due focus to be given to Air Quality, Highways and Congestion, recognising that, while delivery lies primarily with the Local Highway Authorities, TfWM has a role on co-ordination and consistency of approach; further, given the priority to deliver a number of key Sprint schemes as part of the HS2 Connectivity Package, the Sprint Lead Member Group should continue.
- b. New Terms of Reference are needed, both for Air Quality, Highways & Congestion, and Sprint, and where elements of these are already contained in other TORs, they should be deleted from these to avoid duplication;
- c. in light of the experience of 'open access' Lead Member Reference Groups of various-size memberships and sometimes patchy attendance in 2016-17, and given the new proportional governance arrangements, these groups should consist of the respective Lead Member and two others appointed by the TDC on a proportional basis;
- d. a guiding principle informing the addition of a sixth Lead Member role is that the work of all six Reference Groups should not require more officer time

than currently (ideally less!), this to be achieved, for example, through focus on key policy areas, informal or smarter working, and a degree of self-discipline on the part of Lead Members and their respective Reference Groups: for example, formal meetings (if any) and specific briefings should be called only when all parties acknowledge a clear need - just as a sixth Lead Member role was created within existing (financial) resources, so the work of a sixth Lead Member Reference Group must be achieved within the (staffing) resources available to service the existing five.

3.0 Next Steps

3.1 Subject to agreeing the recommendations, and the findings of the Task & Finish Review, the political groups are asked to make their nominations to the six Lead Member Reference Groups as set out below, these nominations to be reported to the October meeting of TDC:

- Air Quality, Highways & Congestion: Cllr. Davis + 1 Conservative, 1 Labour
- Finance & Performance: Cllr. Worrall + 1 Conservative, 1 Labour
- Putting Passengers First: Cllr. Hartley + 1 Conservative, 1 Labour
- Rail & Metro: Cllr. Horton + 1 Conservative, 1 Labour
- Safe & Sustainable Travel: Cllr. Holl-Allen + 2 Labour
- Sprint: Cllr. Huxtable + 2 Labour

3.2 All Lead Members should agree, in conjunction with their Reference Group colleagues and respective officers an outline forward plan for the remainder of 2017-18, together with a modest and do-able timetable of informal briefings and/or meeting dates up to June 2018, to be reported to the TDC's October meeting.

3.3 Officers are asked to do a (minor) review of existing Terms of Reference to eliminate any duplication, most particularly having regard for the new TORs for Air Quality, Highways & Congestion, and Sprint, and to report the outcome to the October TDC meeting, view to its approval of the revised scheme of ToRs.

4.0 Financial Implications

None

5.0 Legal Implications

None