

Birmingham City Council

City Council

14 September 2021



Subject: West Midlands Combined Authority Transport Delivery Committee

Report of: Councillor Kath Hartley, Lead Member

Does the report contain confidential or exempt information? ☐ Yes ☒ No

- 1.1 The West Midlands Combined Authority (WMCA) Transport Delivery Committee (TDC) is one of the thematic Boards/Committees under the formal WMCA Board.
- 1.2 TDC provides political oversight and engagement on strategic transport priorities of the WMCA and its transport delivery arm, Transport for West Midlands (TfWM). This includes monitoring and challenging the delivery of TfWM capital programmes. The committee also has oversight of the operational activities of the WM Transport Authority and receives regular updates and reports across the various portfolios. Members actively participate in liaison with partners, including bus, rail and Metro operators, and with passengers' and interest groups.
- 1.3 Councillor Kath Hartley (Labour, Birmingham) was the BCC Lead Member and Chair of the WMCA TDC for the 2020-2021 municipal year and remains in the roles. TDC Vice-chairs were Councillor Richard Worrall (Labour, Walsall) and Councillor Timothy Huxtable (Conservative, Birmingham).
- 1.4 All seven constituent authorities are represented on a population and political basis. Birmingham City Council was represented by the following councillors whose role has centred on ensuring that Birmingham achieves our deserved share of transport investment and network improvements as the West Midlands' largest and most strategic District and the centre of the region's travel-to-work area.
- 1.5 The BCC representatives in 2020-21 were:
 - Councillor Kath Hartley (Labour) BCC Lead Member
 - Councillor Chaman Lal (Labour)
 - Councillor Mohammed Fazal (Labour)

- Councillor Mary Locke (Labour)
- Councillor Mohammed Idrees (Labour)
- Councillor Timothy Huxtable (Conservative)
- Councillor Robert Alden (Conservative)

Cllrs. Ziaul Islam (Labour) and Cllr. Morriam Jan (Liberal Democrat) joined the committee for 2021-2022, replacing Cllr. Mary Locke and Cllr. Mohammed Fazal.

2 Recommendation

2.1 That the report be noted.

3 Introduction

- 3.1 I am pleased to provide this Annual Report as Birmingham's Lead Member on the WMCA Transport Delivery Committee at the end of a very difficult and challenging year for the public and for everybody involved in the delivery of services throughout the Covid emergency.
- 3.2 I would like to thank TDC members for their continuing involvement and support in carrying out our role of ensuring that Birmingham, as the region's largest and most strategic city, has our fair share of the Transport budget, capital schemes and operational attention, and that projects and activities that impact upon our city are delivered.
- 3.3 Thanks should also go to the following for their dedication to, and resilience in, maintaining a transport network during the emergency: TfWM and partners at both a strategic level and on delivery of services on the network and persevering with capital schemes, adapting to changing conditions; public transport operators and their public-facing staff; local authorities, especially Birmingham City Council, for their ability to respond to both new and ongoing demands including Emergency Active Travel measures and the capital transport schemes for the Commonwealth Games. The 'Birmingham Connected' updates deserve a mention too.
- 3.4 Transport user groups have also risen to the challenge by meeting on-line, even more often than pre-pandemic, to question the decisions and actions of TfWM and operators and to give the passengers' and network-users' views and experience. Some of our Bus Passenger Champions have volunteered as advisers at bus interchanges during the emergency and have continued to provide feedback on issues on the network.
- 3.5 As Lead Member for Birmingham, I have continued to:
 - Follow up Members' and Birmingham residents' casework, overwhelmingly around bus services and infrastructure and Covid safety issues.

- Along with the other Birmingham TDC Members, track and champion projects and initiatives as they relate to Birmingham.
- Join meetings with NXWM and the Cabinet Member for Transport and Environment on Birmingham issues and plans for new vehicles, routes etc.
- Arrange for the distribution of updates to BCC Members.
- Join with the BCC Leader and Cabinet Member in our work to promote the city's needs as the region's strategic focus, for instance at the WM Strategic Transport Board and the WM Bus Alliance.

3.5 First of all, I will deal with what the TDC has been doing since my previous report of July 2020. I will then provide an update on how we have responded to both the TDC Review of late 2019 and to the recommendations of the WMCA Transport Scrutiny Committee, which were approved by the WMCA in March 2021.

4 The Committee's Business 2020-2021

4.1 The WMCA TDC held 8 meetings in 2019/20, all of them on-line via Microsoft Teams because of the Covid-19 pandemic. In July 2021, we held a hybrid meeting because of room restrictions at WMCA, Summer Lane.

4.2 The committee had 6 Lead Member Reference Groups (LMRG) for 2020/22:

- Putting Passenger First – Councillor Kath Hartley, Birmingham, Labour
- Air Quality, Congestion and Environmental Impact – Councillor Richard Worrall, Walsall, Labour
- Finance and Performance – Councillor Pervez Akhtar, Coventry, Labour
- Rail and Metro – Councillor Roger Lawrence, Wolverhampton, Labour
- Safe and Sustainable Travel – Councillor Diana Holl-Allen, Solihull, Conservative
- Sprint – Councillor Timothy Huxtable, Birmingham, Conservative

The groups enable TDC Members to focus more closely on key TfWM areas of work than is the case in full committee meetings. The LMRG's met via Teams throughout the 2020/21 municipal year.

Agendas and reports considered by the WMCA Transport Delivery Committee can be found at:

<https://governance.wmca.org.uk/ieListMeetings.aspx?Committeeld=134>

4.3 The committee considered the standing items of financial monitoring and capital programme delivery monitoring for TfWM projects, the role of TDC being to review the financial delivery and rigour of TfWM and to track and champion the delivery of transport projects. This has been especially important in the Covid-19

emergency with its impacts on normal business and critical capital projects, over and above the pre-existing risk factors.

4.4 Items considered by the committee during 2020/21 included:

- Covid Impacts
 - Responses and Recovery
 - Bus, Rail and Metro
 - Safety
 - Travel to school
- Rail Business including new station projects
- Bus Business including infrastructure
- WM Cycling Charter Updates
- West Midlands Bus Alliance
- Park & Ride including impact of Covid
- Sprint schemes- current A34 and A45 and upcoming A456 Hagley Rd.
- Cycle Charter Progress including the Better Streets fund
- Safer Travel and Emergency Planning
- Commonwealth Games Transport Plan
- Enhanced Partnership
- Very Light Rail
- Ring and Ride Customer Contact
- Commonwealth Games 2022 Transport Plan
- LMRG Annual Reports
- All-Electric Bus City fund application.
- Swift Ticketing
- Freight and Logistics
- E scooter Trails
- Travel Survey Updates
- Deployment of Emergency Active Travel funding- Tranches 1 and 2
- Senior Citizen Railcard refunds
- No. 11a/c bus route changes and commitment to prioritising the service in the Bus Improvement Plan.

4.5 During 2020/21, the Covid-19 emergency prevented the committee from holding informal Policy Briefings on the morning of each TDC meeting. However, in

December 2020 it held an informal, on-line meeting to discuss the TfWM Budget for 2021/22. We also met formally in private and via Teams to discuss proposed new arrangements for the Customer Services for NEAT (Former WM Ring and Ride). In July, we held an on-line introduction session aimed at new TDC Members.

There will be an informal online briefing on 10 September on the Commonwealth Games Strategic Transport Plan and on the consultation on the DfT's Key Route Network: "Powers and responsibilities for locally important roads" proposals. The committee will also meet to input to the refreshed West Midlands Local Transport Plan.

- 4.6 The Covid emergency prevented planned and new site visits, network tours, attendance at the UK Bus Summit etc, from taking place.
- 4.7 Minutes of the committee are submitted to the WMCA Board. The TDC Chair attends the WMCA Board meetings to present TDC meeting minutes and to comment on outcomes and on Transport items on the WMCA agenda.
- 4.8 The TDC Chair is an observer at the Strategic Transport Board and feeds back to the TDC.

5 Key Highlights in 2020/21

- 5.1 The committee provided input, influence and challenge to the delivery of a range of transport projects and programmes during the financial year. Key highlights included the Commonwealth Games Transport Strategy, E Scooter trials, Sprint/Rail/ Metro Capital Projects, development of an Enhanced Partnership and the COVID-19 transport actions and recovery plans.
- 5.2 The committee monitored and input to the COVID-19 transport responses and preparation of plans for recovering the transport network recovery. Transport's role within the regional recovery will be critical to securing a fairer, greener and healthier West Midlands post pandemic. This means the safe and well-coordinated remobilising of the transport system and accelerating the region's infrastructure delivery programmes to support recovery in the longer term. Six goals to aid the regional recovery strategy for transport have been developed, and it is TDC's intention to continue to help shape and monitor the actions taken in the context of the emerging, refreshed WM Local Transport Plan, Bus Services Improvement Plan etc:
 - Regaining trust in public transport
 - Increasing patronage
 - Improving air quality
 - Decarbonising travel
 - Encouraging more active travel
 - Reducing congestion

- 5.3 A summary of TfWM's response to the Covid emergency can be found in the report to the WMCA of March 2021 at:

https://www.wmca.org.uk/media/4759/tfwm_report_v9.pdf

- 5.4 The committee considered the consultation on the Draft Commonwealth Games Strategic Transport Plan and is committed to ensuring that transport user groups are consulted and that the TDC itself contributes to the process. It intends to comment on the outcome of the consultation in Autumn 2021.

5.5 Monitoring Capital Schemes

The Committee has monitored and sought to influence progress on large capital projects in Birmingham. Updates on these schemes are provided in Appendix 1:

1. Tracking large Rail projects with tight deadlines has been undertaken by both the full TDC and the Rail and Metro LMRG (now MEG). Please see the update on University and Perry Bar Stations, and the Camp Hill lines. at 1 in Appendix 1.
2. The committee and the Sprint LMRG/MEG have considered and input on the progress and delivery of the A34 and A45 Sprint schemes- more recently, on priority deliverables, phasing of the A34 and A45 schemes, the Enhanced Partnership, zero emission vehicles, public engagement over TRO's, advance works for the A456 Hagley Rd. scheme and park and ride. (See 2. In Appendix 1)
3. The progress of the works on the Metro Extension to Edgbaston and Eastside has been followed and examined at TDC meetings and by the Rail and Metro LMRG/MEG. Update at 3, Appendix 1. Members have raised questions about the need for the track replacement along Corporation St.
4. TDC Members and the Putting Passengers First LMRG/MEG have been briefed on the development of Cross-City bus routes. I have been party to discussions with the Birmingham Transport and Environment Cabinet Member, BCC, TfWM and NXWM on the rationale and required measures, especially in the context of the Emergency Active Travel, Sprint, Dudley Rd. improvement plans. Find out more at 4, Appendix 1.

- 5.6 The committee has delegated authority for the development of bus partnership schemes in the West Midlands. In 2020/21 this has included overseeing the development of the first metropolitan Enhanced Partnership (EP) in England. An EP being one of the new powers available through the Bus Services Act 2017, to improve bus services with local bus operators. The committee has approved an Enhanced Partnership Plan and Scheme for public consultation and the associated consultation strategy and approach. The scheme is in its final stages and the TDC has responsibility for 'making' the agreement for and with the WMCA. As of 6 September 2021, all buses running on the A34 (Birmingham to

Walsall) and A45/B425 (Birmingham Airport/Solihull to Birmingham) routes will be of at least Euro V1 emissions' standard.

5.7 The Committee and/or Lead Members, have led on, and participated in, activities involving the public and interest groups, such as:

- Bus Passenger Champions
- West Midlands Pensioners' Convention
- Bus Users UK and WM
- Rail Future
- The reformed Metro Matters passenger group met in February 2020 but establishing its work schedule was held up once the Covid emergency took hold.

6 TDC and WMCA Governance

6.1 Last year, I reported that the WMCA Overview & Scrutiny had undertaken a review of the TDC and that the WMCA had approved its recommendations. There was to be engagement on the implementation of the recommendations between the WMCA and TfWM, with the TDC Chair and Vice Chairs and the WMCA Lead Member for Transport, with a report by the end of September 2020.

6.2 The Covid emergency prevented this engagement from happening. However, the recommendations of the establishment of a WMCA Transport Scrutiny Committee and the attendance of the TDC Chair at the newly formed Transport Strategy Board got off the ground.

6.3 I attended the Transport Scrutiny Committee on 22 February 2021, for my annual questions session. The feedback from the committee reiterated and strengthened those of the WMCA O and S Committee and were approved by the WMCA in late March.

6.4 The start to the new TDC year was delayed, but we have completed work on:

- a. Refreshed the Terms of Reference for the TDC; (See Appendix 2);
- b. Role Profiles for TDC Members; (See Appendix 2);
- c. Role Profiles for the Chair and Vice Chairs and portfolio Lead Members;
- d. Refreshed Terms of Reference for the re-named Member Engagement Groups (former Lead Member Reference Groups);
- e. A new way of forward planning better to ensure the emphasis on the delivery of the WMCA/TfWM Annual Plan and a closer focus on capital scheme delivery;
- f. Updating the structure of TDC agendas to enable a closer focus on the delivery of key capital projects and the Annual Plan (See 7.3);

- g. Publishing summaries of Member Engagement Group meetings as items for questions and discussion on TDC agendas;
- h. Focussing on issues as requested by the WMA Transport Lead and Strategic Transport Board for example: monitoring the application to, and pursuant delivery of, the upcoming City Region Sustainable Transport Settlement; inputting our response to the Key Route Network Consultation; following the formation and roll-out of the WM Bus Services Improvement Plan; and ensuring the maximum involvement of passengers and of transport user groups in the consultation on the formation of the new WM Local Transport Plan- ensuring that Birmingham receives the attention and investment that we deserve as the regional centre.

6.4 The review of WMCA governance agreed and announced a while ago, has been relaunched. The review is being led by Cllr. Bob Sleight of Solihull MBC and WMCA Vice Chair and the WMCA Interim WMCA Director, Law and Governance. Their report is expected in September.

7 Further Information

7.1 The West Midlands Combined Authority Annual Plan sets out what the WMCA will deliver during the financial year, and the links it makes to the range of regional policy, strategy and delivery plans that articulate the action the WMCA deliver and support to make further progress towards the vision of a healthier, happier, better connected and more prosperous West Midlands.

7.2 The plan can be found at:

7.3 TfWM's Annual Plans for 2020-2021 and 2021-2022 formed part of the WMCA Budget approval, due to the postponed and actual West Midlands Mayoral Elections. In both cases, the Transport Budget and Annual Plan is in Appendix A of the reports below:

2020-2021 <https://governance.wmca.org.uk/documents/s3937/Report.pdf>

2021-2022 <https://governance.wmca.org.uk/documents/s5244/Report.pdf>

7.4 Agendas and reports considered by the Transport Delivery Committee and all WMCA committees can be found here:

<https://governance.wmca.org.uk/ieListMeetings.aspx?CommitteeId=134>

7.5 Please visit the following to report problems and views:

<https://www.tfwm.org.uk/get-help/>

It will signpost you to public transport operators for all modes. Please scroll down all the boxes for directions for enquiries about stations and stops, ticketing, concessionary passes, safer travel issues etc. Please share the information with your constituents. Please let me know if I can be of help- I will follow up any issues.

Appendix 1- Progress on Large Capital Projects in Birmingham

1. West Midlands Rail Programme update- Birmingham Projects

Leadership Safety Tours have taken place and delivered constructive feedback. There has been an upturn in close call reporting and improvement plans, which is positive and reflects a strong safety culture.

Network Rail have now finalised the funding agreement to deliver £59m Rail National Enhancements Pipeline funding for Packages 1 and 2.

Hoarding signs, with community artwork, are complete and installed at University and Perry Barr.

University Station

- The current project baseline sees the new station being completed in September 2022 and the refurbishment of the existing station the following month.
- However, we are continuing to work with our contractor to seek to better this and the opportunity remains to accelerate delivery in advance of the Commonwealth Games, subject to negotiation and continued successful delivery.
- The precast building frame is now nearly complete, only five months after piling started, thanks to excellent joint work with Network Rail enabling the implementation of progressive assurance. The installation of the frame was undertaken over three possessions with no incidents.
- Intensive work is underway with Network Rail and Birmingham University to finalise the legal agreements that will be required to ensure that the bridges can be installed at the end of September. This is the next critical milestone.
- We have had positive engagement with NR and ORR on activity in support of Entry into Service

Perry Barr Station and Bus Interchange

- The old Perry Barr station building was demolished in May and we remain on track to open the new station by May 2022.
- Since then, we have seen significant progress on Perry Barr Rail Station, with steelwork now being installed for the main station building and work underway on the lift pits.
- Planning permission for the bus interchange was secured in July and we are now finalising the legal agreements necessary to allow work to begin. We have worked closely with BCC to address challenges on the bus interchange, including cost pressures due to the escalating cost of granite.
- Agreements are now nearly complete with Network Rail for repairs to the platforms and infill of the subway at Perry Barr.

Camp Hill Line Connectivity

- The Package 2 procurement strategy has been agreed and the Selection Questionnaire has been issued.
- Enabling work to relocate badgers has been completed safely ahead of schedule.
- We have reached agreement with Network Rail and DfT over futureproofing for electrification which will enable the project to proceed.

2. Sprint Update

About Sprint

Sprint is a Bus Rapid Transit (BRT) scheme which will help reduce traffic congestion and give people an alternative to driving. It will make it easier to get the bus and reduce journey times. Sprint will also help us tackle climate change. We want our region to reach net zero carbon emissions by 2041. Sprint is part of our #WM2041 climate action plan.

General Update

The priority corridor links Walsall to Solihull and Birmingham Airport via Birmingham City Centre, along the A34 and A45. It will be delivered in two phases. Phase 1 construction work is underway with a planned substantial completion prior to March 2022. Phase 2 design continues, and construction will commence post Commonwealth Games, subject to design approval from local authorities and funding approvals.

Further schemes that have a strategic outline business case and will be developed in due course are:

- Birmingham to Halesowen and Dudley (Hagley Road)
- Longbridge to Birmingham (A38)
- Sutton Coldfield to Birmingham via Langley (SBL)
- Hall Green to HS2 Interchange via Solihull (HGIS)

The A456 Hagley Road works are being led by the Midland Metro Alliance.

Shelters

Covering both the A34 and A45 phase 1 works: 13 new shelters have been installed and are being brought into use. A further six sites are under construction and another 20 have advanced works (utility diversions) either ongoing or completed.

A34 Birmingham City Centre to Walsall

The main A34 construction works have been split into 4 packages and tendered independently, with an overarching contract for the traffic management. The contractors appointed are;

- Package A - (Walsall Town Centre to Scott Arms junction) - Colas
- Package B - (Scott Arms Junction to Tame Valley Canal) - Fitzgerald
- Package C - (Tame Valley Canal to Perry Barr) - Fitzgerald
- Package D - (Perry Barr to Birmingham City Centre) - McPhillips

The most visible and intrusive works in packages B & C where road widening is being undertaken is progressing well having moved from central reservation to nearside widening. Major junction works in Walsall town centre have commenced with temporary signals installed. Some elements of the works are being redesigned due to the discovery of buried utilities and drainage, but these are being dealt with on a case-by-case basis.

A45 Sprint to Solihull

Morgan Sindall are appointed as the Civil works contractor along the A45. Soft verge works for widening is nearing completion and reinstatement works have commenced. Trial holes and excavations on central reservation locations have commenced. Carriageway surfacing in 2 sections is progressing well, and along with the trial holes and excavations, is being undertaken in night-time road closures. Some elements of the works are being redesigned due to the discovery of buried utilities and drainage but these are being dealt with on a case by case basis.

Operator and Enhanced Partnership

Bus services operating on the Sprint corridors are primarily commercial services usually operating without subsidy (excluding current COVID-19 specific challenges). An Enhanced Partnership Scheme will cover the corridor and require enhanced standards of bus vehicle provision with more exacting requirements as years go by. The Enhanced Partnership Scheme

has been through all required informal and formal consultation stages with bus operators and stakeholders and is in the process of being 'made'. We expect this to be concluded before the end of summer 2021. National Express West Midlands will be operating the phase 1 services on the Walsall to Solihull cross city route.

3. Metro Works in Birmingham

West Side Extension

Main construction of the Edge extension is almost complete. Works in the past 6 months have been concentrated on completing the footway paving; installing shelters, soft landscaping and trees and minor snagging repairs. We will shortly be installing the sub-station at 5-ways roundabout and completing the terminus. The Overhead Line Equipment (OLE) cable will be installed later in the autumn to be followed by testing and commissioning of the systems. Traffic Regulation Orders (TROs) to establish a red route on Broad Street are being finalised ahead of completion. We would then be able to open the section before the end of the year.

Birmingham Eastside Extension

Works have progressed well since starting late April and continue on schedule to be completed for the Commonwealth Games. Recent activities have seen the closure of the Bull Street and Corporation Street junction to install a delta junction, ongoing utility diversions and OLE installation on lower Bull Street. The first phase of works on Digbeth High Street is the implementation of the traffic management, bus diversions and removal of the central reservation in preparation for the main track construction due to start in autumn.

Discussions are not yet completed with HS2 about phasing of our construction in co-ordination with HS2. Their works are delayed where they interface with us, but we are optimistic to come to an agreement to deliver our works before end 2025. Depending on their phasing we will then be able to operate through their site or have to mothball the line for around one year before operations can start.

Corporation Street Track Replacement

Since the opening of the Birmingham City Centre Extension (BCCE) section we have been monitoring the track at Corporation Street and the curve into Stephenson Street. We have undertaken a number of minor maintenance works, but sections of the track were deteriorating to a point where they were raising concerns over future performance.

We, therefore, decided to take the opportunity presented by the line closure for installation of the BEE Delta junction to carry out these repairs now. This has enabled us to minimise the impact on tram customers, residents and businesses as we have avoided a second closure for these works which would have been needed in a couple of years' time. With normal delivery methods this would have taken much longer than the time needed for the Delta junction, but we have adopted a new methodology with pre-cast sections which removes the need for curing on site in all but the curved section at the bottom of Corporation Street. The replacement activity is proceeding very well. These works are very intrusive, but we have been working closely with residents and businesses to minimise the impact. Now that the breaking out is completed, the worst is past, though there will still be some frustrations for our neighbours. We are on track to complete this mid-October as planned, and so it should not have an impact on delivery of Edgbaston extension.

As we replace this section, we are reviewing the cause of the maintenance issues and looking at any possible actions that may come from that.

4. Birmingham's Cross-City Bus Programme

This is an overview and update on the Birmingham Cross City Bus Priority Interventions currently being developed and implemented by TfWM in partnership with Birmingham City Council and local Bus Operators.

Background

Buses are an affordable, accessible transport choice, with the ability to reduce congestion and improve air quality and bring economic benefits to the places they serve.

In the West Midlands, the Government, via the Better Deal for Bus Users, has provided over £20 million to fund the first tranche of prioritised bus priority measures that have been identified as necessary.

The overall package will benefit almost 90 million passenger journeys per year, providing 5 km of new bus only roads, 8 junction upgrades, 5 km of new bus lanes and 16 enhanced waiting facilities.

The elements of the wider programme not included in phases 1 & 2 detailed in this note will be included in the Bus Service Improvement Plan (BSIP) submission to DfT in October.

Cross City

Transport for West Midlands along with our transport colleagues within Sandwell, Dudley and Birmingham City Councils are working together on a number of proposed schemes that aim to open new and direct bus links in and around Birmingham City Centre. These interventions are designed to complement and further improve public transport connectivity with the Sprint (Bus Rapid Transit in the West Midlands), Metro and Rail networks.

Programme

Phase 1

Anticipated construction 2021/2022

- City Centre (Margaret Street, Snow Hill, Newhall Street)
- Balsall Heath (Alcester Rd)

Public consultation and briefings to Cabinet Members, Ward Councillors and BID organisations have been undertaken. This has allowed progression of the above schemes to achieve Full Business Case Approval through Birmingham City Council's Governance process.

These projects are now awaiting Traffic Regulation Order (TRO) Consultation. It is important to note that Birmingham City Council resource for undertaking TRO Consultation is currently limited due to priority works centred around projects such as Metro/Commonwealth Games. Further work is being undertaken to identify where TfWM can support and assist.

Phase 2

Anticipated Construction 2022/2023

- Kings Heath (Alcester Road South)
- Birmingham City (Dudley Road, Summer Hill, Suffolk Street)
- Burnt Tree Island
- Cape Hill

The proposals are currently within the feasibility stages that includes traffic studies and surveys.

The survey results will provide us with a basis to draft the best design to consult on. Once the survey data is back, the ambition is to progress the draft designs public consultation in October 2021.

Appendix 2- Refreshed TDC Terms of Reference and TDC Member Role Profile

Transport Delivery Committee - Terms of Reference	
Purpose	To ensure oversight of the capital and operational delivery of transport across the West Midlands that are the responsibility of Transport for West Midlands. To undertake any additional responsibilities as requested by the WMCA Board or the Portfolio Lead for Transport, to provide a delivery perspective on emerging transport policy matters.
Accountable to	WMCA Board
Membership	<p>Birmingham City Council - 7 members</p> <p>Coventry City Council - 2 members</p> <p>Dudley Metropolitan Borough Council - 2 members</p> <p>Sandwell Metropolitan Borough Council - 2 members</p> <p>Solihull Metropolitan Borough Council - 2 members</p> <p>Walsall Metropolitan Borough Council - 2 members</p> <p>City of Wolverhampton Council - 2 members</p>
Chair	The Chair will be appointed annually from amongst the members of the committee by the WMCA Board.
Voting	Each member of the committee has one vote. All business will be decided by a majority of the members present and voting on the matter. The Chair shall not exercise a casting vote; if a vote is tied the matter shall be deemed to have not been carried.
Quorum	The quorum for the committee shall be seven members.
Frequency	The committee shall meet six times per year, or more frequently if required to discharge its business.
Servicing	The committee shall be serviced by the WMCA's Governance Services team.

<p>Functions</p>	<p>To ensure that all members of the respective local authority that each member represents knows of the members responsibility in carrying out the duties of the Transport Delivery Committee and acting as a 'focal point' for conveying Local Authority member views or comments in relation to the delivery programme and operational conduct of TfWM.</p> <p>To consider and make recommendations to the WMCA Board for decision on the following functions:</p> <ul style="list-style-type: none"> • policies that promote and encourage safe, sustainable, efficient and economic transport facilities and services. • relevant elements of the WMCA's revenue budget and transport levy. • Bus Quality Partnership schemes and Enhanced Partnership schemes. • other policy issues as specifically identified by the WMCA Board within its Annual Plan. <p>To determine the following matters, subject to it exercising these functions in accordance with the transport policies of the WMCA, the Local Transport Plan, and the WMCA's agreed transport budgets:</p> <ul style="list-style-type: none"> • monitoring and overseeing the delivery of transport activities (including the power pursuant to s15 (6) of the Transport Act 1968) and to issue such directions to officers of the WMCA as it appears to the committee to be appropriate to secure the policy objectives of the WMCA. • ensuring that the WMCA secures the provision of appropriate subsidised public passenger transport services under s9A (3) of the Transport Act 1968. • considering and approving the creation and development of: <ul style="list-style-type: none"> • Ticketing Schemes under s135 - 138 of the Transport Act 2000. • Concessionary Travel Schemes under s93 - 104 of the Transport Act 1985. • determining what local bus information should be made available, and the way in which it should be made available, under s139 - 143 of the Transport Act 2000. • ensuring the outcomes of the committee can be appropriately delivered from within the funding allocations approved by the WMCA Board.
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	<ul style="list-style-type: none"> • monitoring expenditure against its approved budget. • approving and monitoring the WMCA's minor transport works capital programme and the agreed budget for the scheme concerned.
	<ul style="list-style-type: none"> • monitoring performance against the agreed delivery plan and Local Transport Plan. • formulating, developing and monitoring procedures for public consultation of the WMCA's transport policies. • considering issues arising from the implementation of schemes for the introduction of smart ticketing systems and state of the art technologies. • determining the operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services, under s10 (1) of the Transport Act 1968 and within the agreed WMCA budget. • Holding TfWM delivery and operations to account on matters of performance, meeting timescales, and expenditure. <p>To make recommendations to the Portfolio Lead for Transport in connection with the WMCA disposing of, acquiring or developing, any land related to transport outcomes.</p>
Review	Annually - next due in June 2022.

TRANSPORT DELIVERY COMMITTEE - 2021/22 ROLE PROFILES

CHAIR

- To chair all meetings of the Transport Delivery Committee and to undertake those functions and tasks normally associated with the chair of a meeting.
- To work with the Leadership Team of Transport for West Midlands, other officers and members in the preparation and continuous review of the work programme of the Transport Delivery Committee, ensuring that it focusses on the delivery of those high-level deliverables identified within the WMCA's Annual Plan, along with overseeing and monitoring the delivery of those public transport services that are the responsibility of Transport for West Midlands.
- To attend agenda setting meetings ahead of upcoming Transport Delivery Committee meetings in order to agree the agenda for the meeting and to give political guidance as to the expectations and needs of members in respect of the reports being considered.
- To ensure the agendas for meetings of the Transport Delivery Committee accurately reflects the portfolio of delivery activities undertaken by Transport for West Midlands on behalf of the WMCA and its constituent authorities.
- To attend meetings of the WMCA Board in order to present the minutes of meetings of Transport Delivery Committee, to answer any questions on those minutes, and to feed up to the board those matters that are considered, in the Chair's best judgement, to be worthy of wider dissemination or escalation.
- To ensure that the views of Transport Delivery Committee and its members are properly communicated to the Managing Director of Transport for West Midlands as appropriate so that the Managing Director remains informed of the thinking of the committee and its members in respect of the delivery of transport policies, projects and services.
- To meet with the Mayor of the West Midlands and/or the Portfolio Lead for Transport, as considered appropriate, to ensure that they are aware of matters relating to the delivery of transport policies, projects and services where these critically impact on the WMCA's ability to deliver its Annual Plan.
- To engage with the WMCA's Portfolio Leads (particularly the Portfolio Lead for Transport) in respect of those matters of a shared interest or where the implications for the delivery of transport policies, projects or services need to be drawn to the attention of Portfolio Lead.
- To attend meeting of the Transport Scrutiny Sub-Committee, as invited, to answer questions on the activity of the Transport Delivery Committee, its work programme for the year, and other matters considered relevant by members of the Transport Scrutiny Sub-Committee.
- To attend meetings of the Transport Delivery Committee's Member Engagement Groups and to report on cross-cutting matters as appropriate and where invited to do so.

- To attend any other appropriate meetings, outside bodies or events from time to time as are considered commensurate with the role of Chair of the Transport Delivery Committee, e.g. Strategic Transport Board, West Midlands Rail Board of Directors.

VICE-CHAIR(S)

- To deputise for, and act with the authority of, the Chair of Transport Delivery Committee in respect of any of the responsibilities of the Chair when they are reasonably informed that the Chair will be unable to carry out their responsibilities for any period of time.
- To attend agenda setting meetings ahead of upcoming Transport Delivery Committee meetings in order to agree the agenda for the meeting and to give political guidance as to the expectations and needs of members in respect of the reports being considered.
- To attend any other appropriate meetings or events from time to time as are considered commensurate with the role of Vice-Chair of the Transport Delivery Committee.
- To attend meetings of the Transport Delivery Committee's Member Engagement Groups and to report on cross-cutting matters as appropriate and where invited to do so.

TRANSPORT DELIVERY COMMITTEE MEMBERS

- To attend meetings of Transport Delivery Committee to comment on and make decisions relating to be reports and other matters being considered as judged to be in the best interests of the West Midlands region and without favour to your appointing authority.
- To ensure that you are prepared for all meetings by reading reports and to ask for explanation or clarification, either beforehand or at the meeting, on any matter that is not clear and might impact on your ability to make a decision or form a view on any report.
- To participate in at least one Member Engagement Group, chosen as a result of a particular topic interest or to support an area of work related to your appointing authority, including attending visits and other activities relating to the work of the Member Engagement Group.
- To engage with the Cabinet Member for Transport from your appointing authority on matters relating to the delivery of transport policies, projects and services by Transport for West Midlands.
- To act as a conduit for members of your appointing authority to raise issues of interest or concern with Transport for West Midlands, ensuring that there is a clear understanding of the delivery role of Transport for West Midlands within your authority area and your role to ensure effective oversight of the delivery functions and engagements with other members within your authority.

- To attend policy briefing sessions organised by Transport for West Midlands related to matters that fall within the remit of Transport Delivery Committee.
- To act as an ambassador and champion for matters relating to transport delivery on behalf of members of the public from within your authority's area.

LEAD MEMBERS

- To chair meetings of the corresponding thematic Member Engagement Group, including meeting with Transport for West Midlands officers beforehand to discuss and agree relevant agenda items for consideration and discussion.
- To report back to each meeting of the Transport Delivery Committee following a meeting of the Member Engagement Group on those items discussed, and to feed back any matter to the full committee that is considered, in the Lead Member's best judgement, to be worthy of wider dissemination or escalation.
- To engage with the Chair of the Transport Delivery Committee in the continuous review of the work programme of the committee, ensuring that it focusses on the delivery of those high-level deliverables identified within the WMCA's Annual Plan, along with overseeing the delivery of those public transport services that are the responsibility of Transport for West Midlands.
- To attend agenda briefings for forthcoming Transport Delivery Committee meetings and contributing to the development of agenda items and reports.
- To support the process that keeps the administration and governance of the Transport Delivery Committee and Member Engagement Groups effective and streamlined.
- To attend any other appropriate meetings or events from time to time as are considered commensurate with the role of thematic Lead Member on the Transport Delivery Committee.