

WMCA Transport Delivery Overview & Scrutiny – 04/09/2023

Link to papers: [Agenda for Transport Delivery Overview & Scrutiny Committee on Monday 4th September 2023, 1.00 pm :WMCA](#)

Agenda Items:

6. Financial Monitoring report:

Low patronage continues to result in a surplus in the concessions budget which will now be put into a reserve to protect against future risks.

7. City Regional Sustainable Transport Settlement (CRSTS) Re-base Proposal:

The Government is giving the combined authority the opportunity to adjust the City Regional Sustainable Transport Settlement project to take account of inflation.

- Projects can be removed from the programme or added but DfT have emphasised this should not be seen as an opportunity to introduce brand new initiatives.
- All projects must align with the objectives of the national CRSTS programme.
- The total funding envelope must remain the same.
- Overall, the target 15-20% local contribution must be met.
- The outputs can be result induced.
- The funding time horizons must remain the same (spend and delivery by March 2027).
- The re-based programme submitted to DfT will need to demonstrate that it still delivers good value for money.

Submission back to DfT is scheduled for 29th September.

8. Deeper Devolution Deal Scrutiny Implications

The deeper devolution act will ultimately mean WMCA will be treated like a Government department with its own 5 year funding settlement.

This will need strengthened scrutiny with an improved scrutiny protocol. The protocol has not yet been published by Government and is expected in Autumn. A report will be brought to the next committee to assess where WMCA are and where they might need to improve. Having seen early drafts the Officers are confident the governance structures will be adequate.

9. Deeper Devolution (Transport) Implementation Plan:

Work will be done to explore innovative solutions and WMCA will be able to function as a test bed working with the DfT on transport solutions to drive behaviour change, this will take into account not just city areas but towns and more rural areas recognising there is not a one solution fits all approach.

10. Member Engagement Groups:

There are several Member Engagement groups covering several aspects of transport. All of the MEG's have met to discuss their work programme going forward. The MEG groups are as follows:

- Rail, Metro & Sprint
- Passenger & Road Safety
- Air Quality, Congestion & Environmental Impact
- Finance & Performance
- Passenger First
- Sustainability & Active Travel