



WEST MIDLANDS
COMBINED AUTHORITY

WMCA Board

Date	7 April 2017
Report title	2026 Delivery Plan for Transport
Cabinet Member Portfolio Lead	Councillor Roger Lawrence – Transport
Accountable Chief Executive	Keith Ireland - Managing Director, City of Wolverhampton Email: keith.ireland@wolverhampton.gov.uk Tel: 01902 554500
Accountable Employee	Laura Shoaf - Managing Director, Transport for West Midlands Email: laura.shoaf@tfwm.org.uk Tel: 0121 214 7444
Report has been considered by	STOG & Programme Board

Recommendation(s) for action or decision:

The Board is recommended to:

1. Agree the appended Draft 2026 Delivery Plan for Transport as the basis for publication for public consultation on-line.
2. Delegate authority to Keith Ireland, accountable Chief Executive and Laura Shoaf, Managing Director, Transport for West Midlands, to finalise the Consultation Draft, subject to any further direction provided by the Board, and to commence the on-line consultation.

1. Purpose

- 1.1 This report sets out the work done to develop a 2026 Delivery Plan for Transport and proposals to undertake public consultation on this prior to formal adoption.

2. Background

- 2.1. The Movement for Growth strategic transport plan (adopted by WMCA in mid June 2016) is the statutory transport plan for the constituent member authorities area of the West Midlands Combined Authority and provides a 20 year plus view of transport policy and strategy. The Movement for Growth strategy identifies that a 10 year delivery plan will be produced in order to direct the delivery of transport during the life of the strategic plan. The delivery plan will not be a statutory document.
- 2.2. The delivery plan is intended to bring together all the actions of the relevant agencies impacting the transport system. As well as providing opportunity to generate efficiencies and support joint working, the plan will ultimately assist in managing critical issues such as understanding and minimising the pressures on network resilience during major infrastructure works.
- 2.3. In February the WCMA Board approved the TfWM 2017/18 Transport Plan, which covers the activity that will be undertaken by TfWM in the first year of the wider multi-agency 2026 Delivery Plan.

3. Impact on Movement for Growth

- 3.1. The 2026 Delivery Plan for Transport is the delivery strategy for the strategic transport plan. All measures identified in it make a contribution towards improving one or more tiers of the system as set out in the Movement for Growth strategy, and as such it contributes to the delivery of all policies in the strategy.

4. Wider WMCA Implications

- 4.1. The delivery plan focuses on the constituent area where WMCA is the formal transport authority, but includes activity in the wider area that has a direct bearing on the constituent area; and considers activity in the constituent area which has an impact on the wider area.

5. The 2026 Delivery Plan for Transport

- 5.1. The development of the draft plan has been undertaken with the full engagement of the constituent Local Authority Officers.
- 5.2. The approach has focused primarily on collating a single view of all delivery aspirations, plans and intentions that are considered to have a strategic impact, either in terms of transport outcomes, or construction disruption. The delivery plan is intended to be a joint document owned by all partner organisations.
- 5.3. The initial delivery plan has focused on 2026 in order to maximise synergies with the HS2 Connectivity Package (which is one of the more significant established infrastructure programmes in the plan).

- 5.4. In the future the delivery plan would be updated annually and ultimately form a rolling 10 year delivery plan for transport. The plan will capture all relevant delivery activity in the WMCA constituent area arising from new transport schemes, maintenance schemes and other major developments which will impact the transport system (physically or in terms of demand). This has included activity in areas having an immediate and direct transport impact on the constituent area, including Midlands Connect National and Regional tier of activity (which is primarily Strategic Road Network and rail investment).
- 5.5. It is also intended to include statutory works (utilities) in the scope of the plan. This has not been progressed for this first version of the plan, but will be captured in future iterations once it has been possible to liaise with the utility companies regarding the transport systems and land use changes we anticipate will impact their systems.
- 5.6. Ultimately the Delivery Plan is intended to:
- Provide Members, residents and stakeholders with a clear picture of what will be delivered for transport in their area and across the WMCA Constituent area.
 - Provide an information source which will be valuable to practitioners and delivery bodies in planning and coordinating activity, including the management of network resilience
 - Help provide delivery progress monitoring across all transport activity which influences the delivery of WMCA economic, social, environmental and transport policies
 - Provide an information source which can help inform the development and prioritisation of transport policy and strategy.
- 5.7. The first formal version of the plan will provide a valuable baseline against which change can be understood, managed and agreed.
- 5.8. Appendix 1 to this report contains the draft main document for the 2026 Transport Delivery Plan, which following consultation and any amendments will be fully type-set and published.
- 5.9. The delivery plan identifies 16 delivery corridors which are closely associated with known growth areas (albeit not all of these growth areas are expected to come forward within the initial 2026 timeframe). In addition to the summary document more detailed plans for each of the corridors have been produced, enabling activity to be understood and aligned across all modes for each transport corridor. These are provided as a separate Annexes via on-line access (our [public website](#) for CA Board)

6. Consultation

- 6.1. It is proposed to undertake an on-line only consultation on the delivery plan, which will be publicised via websites, media, social media and through stakeholder mailings.
- 6.2. The consultation will run for 6 weeks from late April with an on-line survey questionnaire. This will enable feedback to be transparently recorded, analysed and reported.
- 6.3. Following consultation the draft delivery plan will be reviewed and updated as appropriate prior to re-consideration by WMCA prior to formal adoption.
- 6.4. It is proposed that the STOG Group, under delegated authority to Keith Ireland and Laura Shoaf from the WMCA Board, oversee the finalisation of the consultation draft and details of the consultation process.

7. Monitoring Progress and Updating the Plan

- 7.1. In order to maintain the delivery plan a paperwork light mechanism for monitoring delivery and change across multiple funding streams (not just the WMCA Investment Programme) is being developed. This will aim to place the minimum burden on scheme promoters.
- 7.2. A solution is being sought that will utilise existing systems wherever feasible, but be capable gathering information from a number of the key scheme promoters relevant to the Delivery Plan which are outside the WMCA, including Highways England, HS2 Ltd, Network Rail and developers.
- 7.3. Pending a more automated solution, an interim Transport Delivery Dashboard format has been developed based on a more detailed version used in the Black Country. The latest information (pending updates for recent Local Growth Fund announcements) is provided in four area based Dashboards for the following areas (copies are provided in Annex 2 viewable on our [public website](#) for CA Board)
 - Birmingham
 - Black Country
 - Coventry
 - Solihull
- 7.4. The strategic level dashboards will be updated for the final version of the plan; be updated and used on a quarterly basis to provide a strategic management tool and updated for each annual review of the delivery plan.
- 7.5. During the first year of the plan is intended to move towards a live system which has alternative views and access dependant on the viewer's need and which will be linked to an interactive on-line spatial plan. This is being developed collaboratively with the WMCA Programme Management Office, Black Country Consortium and other Local Authorities. The intent is to minimise abortive or duplicated Officer effort for all organisations, and over time to achieve a more sophisticated presentation of information.
- 7.6. The majority of the scheme costs set out in the delivery plan are based on high-level estimates which will be refined as work is progressed on each of the schemes. The financial, funding and scheme information has been provided by the Local Authorities and/or scheme promoters, and is strategic in nature and subject to change. Due to the limited periodic update of the scheme information in the plan and dashboard, the detailed timings and costs of any individual scheme should always be checked with the scheme promoter before relying on it. As more sophisticated reporting is developed and the information in the plan moves to being drawn more automatically from that published by each scheme promoter this constraint will be at least partially addressed.

8. Next Steps

- 8.1. Following the consultation the documentation will be updated and bought back to WMCA Board for final consideration. This will include updates to the latest financial and funding information.

8.2. In parallel to the development of more sophisticated and automated tracking of progress and updating of the plan a series more detailed annexes documents will be produced, for example around rail delivery, metro delivery, park and ride and other topic specific issues.

9. Financial implications

9.1. Whilst the 10 year delivery plan seeks to assemble a holistic view of scheme costs and available funding over the delivery plan period, the sources / security of funding and schemes costs have not been independently verified by WMCA.

9.2. As each scheme progresses through the project lifecycle, greater cost and funding certainty will be achieved and ultimately reflected in further iterations of the plan. Where a scheme is fully or partially funded through the WMCA Investment Programme the formal WMCA Assurance and investment decision processes will inform the information in the plan.

9.3. In light of the above, the financial information in the plan should only be used as a strategic overview of the headline financial position rather than detailed financial plan / budget for subsequent financial years.

10. Legal implications

10.1. There are no direct legal implications arising from this report.

11. Equalities implications

11.1. There are no equality implications directly arising from this report, although the final Delivery Plan will benefit from an equalities assessment.

12. Other implications

12.1. There are no other implications directly arising from this report.

13. Schedule of background papers

No Papers

14. Appendices

Appendix 1 – 2026 Transport Delivery Plan: Main Document

ANNEX 1 – Corridor summaries

ANNEX 2 – Dash Boards

Viewable on our [public website](#) for CA Board