

## **Group Meetings Notified**

Conservative	12.00 noon	HMS Daring Room
Labour	11.30 noon	Committee Room 2
Liberal Democrat	12.00 noon	Committee Room 6A

## **WEST MIDLANDS JOINT COMMITTEE**

**TO BE HELD IN COMMITTEE ROOMS  
3 AND 4 IN THE COUNCIL HOUSE,  
BIRMINGHAM ON WEDNESDAY,  
23 JANUARY 2013 AT 12.30PM**

## **A G E N D A**

1. **APOLOGIES**
- Attached** 2. **MINUTES**  
  
To confirm the "Public" section of the Minutes of the last meeting held on 17 August 2012.
3. **PROVISIONAL JOINT AUTHORITY BUDGETS FOR 2013/2014**  
  
Verbal update report by Chairman.
- Attached** 4. **CO-ORDINATED SERVICES AND SHARED FACILITIES BUDGET  
2013/2014**  
  
Report of Secretary and Strategic Director of Resources, Birmingham City Council, Birmingham City Council.
- Attached** 5. **FINDINGS OF THE EXTERNAL AUDIT OF THE 2011/12 ANNUAL RETURN**  
  
Report of Secretary and Strategic Director of Resources, Birmingham City Council.
- Attached** 6. **WEST MIDLANDS JOINT COMMITTEE ANNUAL RISK ASSESSMENT  
STATEMENT**  
  
Report of Secretary.
- Attached** 7. **TRANSPORT AND STRATEGIC PLANNING UPDATE**  
  
Report of the Chair of the Integrated Transport Authority.
- Attached** 8. **BIRMINGHAM AIRPORT HOLDINGS LTD - ACTION TAKEN BETWEEN  
MEETINGS**  
  
Report of District Advisers

9. **MINUTES/MATTERS OF INTEREST**

**Attached**

A. **West Midlands Fire and Rescue Authority**

Report of the Chairman of the Authority

**Attached**

B. **West Midlands Planning and Transportation Sub-Committee**

Minutes of Sub-Committee meetings on 3 August, 14 September and 9 November 2012.

10. **EXCLUSION OF THE PUBLIC**

"That in view of the nature of the business to be transacted, which includes the following exempt information, the public be now excluded from the meeting: -

<b><u>Title of Report etc</u></b>	<b><u>Description of Exempt Information</u></b>
1. <b><u>Minutes</u></b> "Private" Minutes - meeting on 17 August 2012	(Part 1, Schedule 12A of the Local Government Act, 1972 - Paragraph 3)
2. <b><u>Birmingham Airport Action taken between meetings</u></b> Report of District Advisers	(Part 1, Schedule 12A of the Local Government Act, 1972 - Paragraph 3)

**AT A MEETING OF THE WEST MIDLANDS  
JOINT COMMITTEE HELD AT THE  
COUNCIL HOUSE, BIRMINGHAM ON  
FRIDAY 17 AUGUST 2012 AT 1000 HOURS**

**PRESENT:-**

Councillor J R Mutton (Coventry) in the Chair

**Birmingham**

Councillor Ian Ward (Substituting Voting Member)  
Councillor Mike Whitby

**Coventry**

Councillor K Foster

**Dudley**

Councillor D Sparks (Voting Member) (via conference call)

**Sandwell**

Councillor D C Cooper (Substitute Voting Member) (via conference call)

**Solihull**

Councillor K Meeson (via conference call)

**Wolverhampton**

Councillor P Bilson (Substitute Voting Member) (via conference call)

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**APOLOGIES**

1916

Apologies were submitted on behalf of the following: -

Councillor Sir Albert Bore - Birmingham  
Councillor S Ali - Dudley  
Councillor R Sleigh – Solihull  
Councillor I Hedley – Solihull  
Councillor M Bird - Walsall  
Councillor T Oliver - Walsall  
Councillor N Patten - Wolverhampton  
Councillor J McNicholas - WMITA

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## **MINUTES**

It was noted that Councillor J R Mutton (Coventry) Chaired the last meeting and Councillor Meeson (Solihull) was in attendance.

Subject to the above amendment, the "public" section of the Minutes of the meeting held on 20 July 2012, having been previously circulated, were confirmed as a correct record.

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## **EXCLUSION OF THE PUBLIC**

1917

### **RESOLVED:-**

That in view of the nature of the business to be transacted, which includes the following exempt information, the public be now excluded from the meeting: -

#### **1. MINUTES**

"Private" Minutes of the meeting held  
on 20 July 2012

Paragraph 3 (Part 1,  
Schedule 12A of the Local  
Government Act, 1972)

#### **2. BIRMINGHAM AIRPORT – REPORT OF SECRETARY**

Paragraph 3 (Part 1,  
Schedule 12A of the Local  
Government Act, 1972)

## **West Midlands Joint Committee - 23<sup>rd</sup> January 2013**

Report from Stephen Hughes - Secretary to West Midlands Joint Committee, Chief Executive Birmingham City Council (on behalf of West Midlands District Treasurers' Group)

### **Co-ordinated Services and Shared Facilities Budget 2013/14**

#### **1 Introduction**

- 1.1 There are a number of services and facilities which are co-ordinated or shared by the West Midlands Joint Committee member authorities and which have a financial impact on their budgets. These are:
- a) West Midlands Joint Committee Budget - there are a number of activities which are jointly funded by the West Midlands Joint Committee.
  - b) Other services and facilities which are funded by separate contributions from member authorities, namely:
    - Planning and Transportation - Joint Data Team
    - Pensions
- 1.2 The key points of these various budgets are set out below for your information with further details provided in Appendices A to D. These budgets are summarised in Appendix E.

#### **2 Recommendations**

- 2.1 The Joint Committee is recommended to:
- (a) Approve the West Midlands Joint Committee's 2013/14 Budget and consequential member Authority contributions, as set out in Section 3 and in Appendices A and B. The Committee is given two options (Options A and B) which are described in Section 3 (3.5 to 3.7) and is requested to indicate its preference as to these options.
  - (b) Note the required member Authority contributions for the Joint Data Team (JDT) contract for 2013/14, set out in Section 4 and Appendix C.
  - (c) Note the member Authority contributions for the costs of pensions of former County Council employees, as set out in Section 5 and Appendix D.

### **3 West Midlands Joint Committee Budget**

#### 2012/13 Forecast Outturn

- 3.1 Appendix A attached shows the Budget and forecast outturn position for the current financial year.
- 3.2 When setting the Budget last year, a surplus balance of £41,310 was forecast to be brought forward from 2011/12. However, as reported to the Joint Committee on 13<sup>th</sup> June 2012, at year end, the actual surplus was £60,765, an improved position of £19,455.
- 3.3 For 2012/13, the Committee is forecast to incur expenditure of £153,282. This represents an overall underspend of £6,835 compared to the budget for 2012/13. The component elements of the Budget are:
- a) Pensions: This is for the ongoing pension payments relating to when the Airport was wholly owned by member authorities.
  - b) Subscriptions: This is the cost of the subscriptions which allow nominated Members to sit on the Strategic Aviation Special Interest Group and the West Coast Rail 250 Campaign.
  - c) Finance and Administrative Support Services: This relates to the charge from Birmingham City Council for the cost of staff time and other associated costs for work carried out in relation to the Airport and for supporting this Committee.
  - d) Aeronautical Adviser: This is for aeronautical advice to the 7 West Midland Districts in relation to their shareholding in Birmingham Airport.
  - e) Legal fees for general advice on various project work within WMJC.
  - f) Miscellaneous: This is the cost of catering, photocopying etc for the Committee's meetings.
  - g) Audit of accounts: To comply with Statutory Regulations, the annual accounts of the WMJC need to be subject to both internal and external audit.
- 3.4 Taking into account the additional balances brought forward from 2011/12 compared to the 2012/13 Budget assumption of £41,310 (an additional £19,455) and the minor in year underspends (£6,835), this results in a net projected surplus of £26,290 for 2012/13. This surplus will be carried forward to 2013/14.

#### 2013/14 Budget

- 3.5 Appendix A also shows the proposed 2013/14 Budget for the Joint Committee. Two options are put forward for the Committee's consideration. Option A includes provision for one-off expenditure of £30,000 in order to commission the necessary advice to ensure that future transport governance structures are fit for purpose going forward. Option B does not include such provision.

- 3.6 If the Committee approves Option A, the 2013/14 Joint Committee Budget will be £184,742 which is a net increase of £31,460, compared to the 2012/13 forecast outturn of £153,282. The forecast surplus in 2012/13 of £26,290 will reduce the level of contributions required to fund the activities of the Joint Committee under this option to £158,452.
- 3.7 If the Committee approves Option B, the 2013/14 Joint Committee Budget will be £154,742 which is a net increase of £1,460, compared to the 2012/13 forecast outturn of £153,282. The forecast surplus in 2012/13 of £26,290 will reduce the level of contributions required to fund the activities of the Joint Committee under this option to £128,452.
- 3.8 Appendix B shows the level of contributions required from members for both Options A and B. The increase in contributions for 2013/14 reflects decisions as to the two options and the lower level of surplus balances available to assist the 2013/14 Budget position compared to 2012/13 under both options.
- 3.9 The 2013/14 Joint Committee contributions (under both options) have been apportioned on the basis of the latest 2011 Census population figures (as published by the Office for National Statistics in July 2012), compared to the previous basis which used 2004 figures. This has had a minimal impact on the distribution of contribution between districts.

#### **4 Planning and Transportation - Joint Data Team**

- 4.1 The Joint Data Team, managed by Mott Macdonald, provides member authorities with strategic planning and transportation data analysis in support of their transport and planning targets and policies. Solihull MBC currently provides day to day contract and financial management support and Birmingham City Council will be taking over this role from April 1<sup>st</sup> 2013.
- 4.2 Based on usage estimates, the recharge to Districts for 2013/14 is now assessed as being £624,145, a reduction of £50,606 (a 7.5% reduction compared to the 2012/13 level of contribution).
- 4.3 The reduction in the level of JDT contribution for 2013/14 has been achieved as a result of removing the provision for discretionary spending with Mott Macdonald. This provision has typically commissioned work in relation to improvements in functionality to JDT information technology (IT) systems and feasibility studies into the impact of Government proposals on changes to Transportation of Planning Policy. The removal of this provision from the JDT budget reflects the significant IT functionality improvements that have been recently made by Mott Macdonald and has regard to the severe budgetary constraints that metropolitan districts are facing.
- 4.4 It should be noted that Mott MacDonald has also, in the context of district budget pressures, agreed to continue to forego its contractual entitlement to an inflation increase for a further year into 2013/14.

- 4.5 However, it should also be noted that total member contributions for the Joint Data Team (JDT) contract for 2012/13 and 2013/14 as set out in Appendix C no longer allow for future retendering costs or system development and these will need to be considered in future years as circumstances dictate.
- 4.6 2013/14 will be the sixth year of the JDT contract and the contract provides that this contract can either be terminated on 31<sup>st</sup> March 2014 or extended. More specifically, this contract can be extended for up to ten years, through two yearly extensions, at the discretion of the participant organisations. A separate report will be submitted in the near future setting out recommendations in respect of renewal and other options for the JDT contract from April 1<sup>st</sup> 2014.

## **5 Pensions**

- 5.1 The West Midlands District Councils are jointly responsible for the payment of previously agreed pension enhancements to former County Council employees who have no successor authorities. These pension costs are recharged to District Councils, in proportion to the approved Council Tax taxbase (which will be established by each District for 2013/14 by the end of January 2013). The revised estimate for 2012/13 is £463,280 (0.5% more than originally expected) and the equivalent estimate for 2013/14 is £470,030 (an increase of 1.5% compared to the 2012/13 revised estimate).

## **6 Overall Summary**

- 6.1 The total contributions required from members for 2013/14 in respect of the Joint Committee Budget, Joint Data Team and Pensions are summarised at Appendix E.
- 6.2 If the Committee approves Option A in terms of the Joint Committee's Budget for 2013/14, the total contributions required for 2013/14 amount to £1,252,627. This is an overall net reduction of £4,211 compared to the revised estimates for 2012/13 (0.3% reduction). This reduction is attributable to the reduced JDT contribution for 2013/14 offset by the provision for the review of future transport governance structures.
- 6.2 If the Committee approves Option B in terms of the Joint Committee's Budget for 2013/14, the total contributions required for 2013/14 amount to £1,222,627. This is an overall net reduction of £34,211 compared to the revised estimates for 2012/13 (2.7% reduction). This reduction is principally attributable to the reduced JDT contribution for 2013/14.

**Stephen Hughes**  
**Secretary to West Midlands Joint Committee**  
**Chief Executive Birmingham City Council**



# West Midlands Joint Committee 2012/13 Forecast Outturn and proposed 2013/14 Budget

	2012/13				2013/14 Budget	
	Original Estimate	Revised Estimate	Forecast Outturn	Variation	Option A	Option B
	£	£	£	£	£	£
<b>BALANCES BROUGHT FWD</b>						
Cumulative (surplus)/shortfall	(41,310)	(60,765)	(60,765)	0	(26,290)	(26,290)
<b>Total</b>	<b>(41,310)</b>	<b>(60,765)</b>	<b>(60,765)</b>	<b>0</b>	<b>(26,290)</b>	<b>(26,290)</b>
<b>EXPENDITURE</b>						
<b>Joint Committee</b>						
Pensions	79,004	79,004	76,510	(2,494)	76,510	76,510
Subscriptions:	5,890	5,890	6,190	300	6,190	6,190
Finance & Administrative Support	42,703	42,703	39,224	(3,479)	39,224	39,224
Aeronautical Adviser	26,220	26,220	27,018	798	27,018	27,018
Legal Fees	500	500	500	0	500	500
Miscellaneous	2,500	2,500	900	(1,600)	2,000	2,000
Audit of accounts	3,300	3,300	2,940	(360)	3,300	3,300
Review of future transport governance structures	0	0	0	0	30,000	0
	<b>160,117</b>	<b>160,117</b>	<b>153,282</b>	<b>(6,835)</b>	<b>184,742</b>	<b>154,742</b>
<b>INCOME</b>						
Contributions	(118,807)	(118,807)	(118,807)	0	(158,452)	(128,452)
<b>(SURPLUS)/SHORTFALL BALANCE CARRIED FWD</b>	<b>(0)</b>	<b>(19,455)</b>	<b>(26,290)</b>	<b>(6,835)</b>	<b>0</b>	<b>0</b>

**Contributions for West Midlands Joint Committee**

	<b>Birmingham £</b>	<b>Coventry £</b>	<b>Dudley £</b>	<b>Sandwell £</b>	<b>Solihull £</b>	<b>Walsall £</b>	<b>Wolverhampton £</b>	<b>Total £</b>
<b><u>2012/13 Contributions</u></b>								
West Midlands Joint Committee <sup>(1)</sup>	45,717	14,007	14,031	13,164	9,231	11,643	11,013	<b>118,807</b>
<b><u>2013/14 Contributions</u></b>								
<b>Option A</b>								
West Midlands Joint Committee <sup>(2)</sup>	62,094	18,437	18,107	17,829	11,962	15,584	14,438	<b>158,452</b>
<b>Option B</b>								
West Midlands Joint Committee <sup>(2)</sup>	50,338	14,946	14,679	14,454	9,697	12,634	11,705	<b>128,452</b>

**Notes**

1. Joint Committee apportioned on basis of mid 2004 population.

2. 2013/14 Joint Committee contributions apportioned on basis of 2011 Census population figures (as published by the Office for National Statistics in July 2012)

**Joint Data Team Contributions 2013/14**

<b>2013/14 Proposed JDT Contributions</b>			
<b>Authority</b>	<b>2012/13 Contribution</b>	<b>2013/14 Proposed Contribution</b>	<b>Change compared to 2012/13</b>
	<b>£</b>	<b>£</b>	<b>£</b>
Birmingham	261,773	243,739	-18,034
Coventry	79,476	74,210	-5,266
Dudley	79,139	72,259	-6,880
Sandwell	74,500	68,827	-5,673
Solihull	52,759	48,447	-4,312
Walsall	65,949	60,388	-5,561
Wolverhampton	61,155	56,275	-4,880
<b>Total Contributions</b>	<b>674,751</b>	<b>624,145</b>	<b>-50,606</b>

## Appendix D

### Pension Fund – Allocation of Pension Costs 2012/13 and 2013/14

#### **Relating to Former WMCC, WMRB and Other Employees without a Successor Authority**

	2012/13		2013/14
	Estimate	Revised Estimate	Estimate*
	£	£	£
Birmingham	171,940	172,420	174,930
Coventry	50,980	51,510	52,260
Dudley	56,510	57,000	57,830
Sandwell	49,370	49,550	50,270
Solihull	45,990	46,100	46,770
Walsall	45,470	45,460	46,130
Wolverhampton	40,600	41,240	41,840
	<b>460,860</b>	<b>463,280</b>	<b>470,030</b>

\* Allocation of 2013/14 estimate is based on the actual 2012/13 tax base. When the actual tax base is approved, the figures will be recalculated using the known rates.

**Contributions for West Midlands Joint Committee**

	Birmingham £	Coventry £	Dudley £	Sandwell £	Solihull £	Walsall £	Wolverhampton £	Total £
<b><u>2012/13 Contributions</u></b>								
West Midlands Joint Committee <sup>(1)</sup>	45,717	14,007	14,031	13,164	9,231	11,643	11,013	118,807
Joint Data Team	261,773	79,476	79,139	74,500	52,759	65,949	61,155	674,751
Pension Fund	172,420	51,510	57,000	49,550	46,100	45,460	41,240	463,280
<b>Total</b>	<b>479,910</b>	<b>144,993</b>	<b>150,170</b>	<b>137,214</b>	<b>108,090</b>	<b>123,052</b>	<b>113,408</b>	<b>1,256,838</b>

**2013/14 Contributions****If WMJC Option A Chosen**

West Midlands Joint Committee <sup>(2)</sup>	62,094	18,437	18,107	17,829	11,962	15,584	14,438	158,452
Joint Data Team	243,739	74,210	72,259	68,827	48,447	60,388	56,275	624,145
Pension Fund	174,930	52,260	57,830	50,270	46,770	46,130	41,840	470,030
<b>Total</b>	<b>480,763</b>	<b>144,907</b>	<b>148,196</b>	<b>136,926</b>	<b>107,179</b>	<b>122,102</b>	<b>112,553</b>	<b>1,252,627</b>

**If WMJC Option B Chosen**

West Midlands Joint Committee <sup>(2)</sup>	50,338	14,946	14,679	14,454	9,697	12,634	11,705	128,452
Joint Data Team	243,739	74,210	72,259	68,827	48,447	60,388	56,275	624,145
Pension Fund	174,930	52,260	57,830	50,270	46,770	46,130	41,840	470,030
<b>Total</b>	<b>469,007</b>	<b>141,416</b>	<b>144,768</b>	<b>133,551</b>	<b>104,914</b>	<b>119,152</b>	<b>109,820</b>	<b>1,222,627</b>

**Notes**

1. 2012/13 Joint Committee contributions apportioned on basis of mid 2004 population.

2. 2013/14 Joint Committee contributions apportioned on basis of latest 2011 Census population figures (as published by the Office for National Statistics in July 2012)

## **West Midlands Joint Committee – 23<sup>rd</sup> January 2013**

### **Report on findings of the External Audit of the 2011/12 Annual Return**

Report from Stephen Hughes - Secretary to West Midlands Joint Committee, Chief Executive Birmingham City Council, (on behalf of West Midlands District Treasurers' Group)

#### **1. Introduction**

- 1.1. In order to comply with statutory regulations, each year the West Midlands Joint Committee (WMJC) is required to formally approve an Annual Return for external audit (by Clement Keys on behalf of the Audit Commission) and publication. This report reports the findings to the WMJC of the external audit of the 2011/12 Annual Return. The 2011/12 Annual Return is attached and Section 3 of the Annual Return deals with the external auditor's certificate and opinion.

#### **2. Recommendations**

- 2.1. You are recommended to note that no issues were raised by the external auditor.

**STEPHEN HUGHES  
SECRETARY TO WEST  
MIDLANDS JOINT COMMITTEE,  
CHIEF EXECUTIVE  
BIRMINGHAM CITY COUNCIL**

## **West Midlands Joint Committee Meeting 23 January 2013**

Report from Stephen Hughes - Secretary to West Midlands Joint Committee & Chief Executive Birmingham City Council.

### **West Midlands Joint Committee Annual Risk Assessment Statement**

#### **1. Introduction**

- 1.1 The purpose of this report is to seek the Committee's approval to the updated version of the Annual Risk Assessment Statement. In doing so, highlight any actions taken to mitigate potential risks.

#### **2. Recommendation**

- 2.1 You are recommended to note and endorse the content of the Annual Risk Assessment statement and actions taken to mitigate risks as outlined at appendix 1.

#### **3. Background**

- 3.1 At its meeting on 23 January 2008, this Committee agreed to produce and formally approve an Annual Return in order to comply with the Accounts and Audit Regulations 2003 and the Audit Commission Act 1998.
- 3.2 In order to comply with regulations and the Annual Return process, it was also agreed, as part of the governance statement, to carry out an annual assessment of the risks facing this Committee and outline appropriate actions taken to manage these risks.
- 3.3 At its meeting on 5 March 2008, this Committee agreed the process for reviewing the adequacy of controls put in place and that the Committee would receive an updated Annual Risk Assessment Statement for approval by Members at its meeting in January each year.

#### **4. Annual Risk Assessment Statement**

- 4.1 The attached **appendix** contains a breakdown of the risks assessed and the controls to address them.

**S Hughes**

**Secretary to West Midlands Joint Committee/Chief Executive Birmingham City Council**

Contact Officer: Yvonne Ashford – 0121 303 2150 (WMJC Secretariat)

## APPENDIX 1

### REPORT TO WEST MIDLANDS JOINT COMMITTEE 23 JANUARY 2013

### WEST MIDLANDS JOINT COMMITTEE ANNUAL RISK ASSESSMENT STATEMENT

RISK INFORMATION			COUNTER MEASURES		
Description of Key Risks	Likelihood / Impact of Risk	Consequences if the risk event occurred (impact)	Description of current controls in place	Date Controls Implemented	Frequency of control
<p><b><u>Legal</u></b></p> <ul style="list-style-type: none"> <li>Lack of formal constitution/ToR</li> <li>Lack of governance structure/process to enable decision making</li> </ul>	<p>Low/medium</p> <p>Low/medium</p>	<ul style="list-style-type: none"> <li>No formal democratic representation at district level.</li> <li>No nominations process to Joint Authorities i.e. Police Crime Panel &amp; Birmingham Airport Board</li> <li>No ability to determine &amp; exercise district powers and rights as shareholders in Birmingham Airport</li> </ul>	<ul style="list-style-type: none"> <li>Formal constitution in place which provides the necessary framework for operation and democratic representation. This sets out voting rights and the role and functions of the Committee</li> </ul>	<p>Body formally constituted in 1985</p>	<p>Ongoing</p>
<ul style="list-style-type: none"> <li>Inability to monitor and take actions arising from the decision making process</li> </ul>	<p>Low/medium</p>	<ul style="list-style-type: none"> <li>No ability to co-ordinate actions on important issues affecting the districts and provide a vehicle for communicating actions and the needs of the districts to</li> </ul>	<ul style="list-style-type: none"> <li>Regular clerked meetings of Joint Committee, where matters of joint interest/decision affecting the Met. Districts are reported, discussed and decisions formally recorded and acted</li> </ul>	<p>Ongoing</p>	<p>Ongoing</p>



<ul style="list-style-type: none"> <li>Inability to consult and share information with joint bodies i.e. Integrated Transport Authority, Police and Fire &amp; Rescue</li> <li>Insufficient staff resource to effectively deliver the Committee's objectives</li> <li>Lack of expertise &amp; timely advice</li> </ul>	Low/Low	government and other bodies	upon			
	Low/Low	<ul style="list-style-type: none"> <li>No formal joint consultative mechanism in place to liaise with Joint bodies (ITA/Police, Fire etc) on issues that cut across the Met. Districts</li> <li>Inability to provide staffing at the appropriate level of expertise</li> </ul>	<ul style="list-style-type: none"> <li>Chairman of WMITA, WM Police Commissioner &amp; WM Fire &amp; Rescue Authority are Ex-Officio members on Joint Committee</li> <li>Sufficient officer/admin support at the appropriate level of expertise to enable the Committee to exercise its duties</li> </ul>	ongoing	ongoing	
	Low/Low			ongoing	ongoing	
<p><b><u>Reputation</u></b></p> <ul style="list-style-type: none"> <li>Adverse/negative publicity</li> </ul>	Medium/medium	<ul style="list-style-type: none"> <li>Inability to improve public perception</li> </ul>	<ul style="list-style-type: none"> <li>Communications Strategy</li> <li>Development of positive press releases/briefings which are agreed by CEX's and Leaders before release</li> </ul>	<p>Ongoing</p> <p>As and when required</p>	<p>Ongoing</p> <p>Ongoing</p>	

<b><u>Financial</u></b>						
<ul style="list-style-type: none"> <li>Insufficient Budget Planning &amp; Forecasting</li> </ul>	Low/medium	<ul style="list-style-type: none"> <li>Inability to agree a detailed annual budget which is deliverable and individual member contributions</li> </ul>	<ul style="list-style-type: none"> <li>Report to Joint Committee for approval on an annual basis</li> </ul>	Annually	Annually (January)	
<ul style="list-style-type: none"> <li>Poor budgetary control</li> </ul>	Low/medium	<ul style="list-style-type: none"> <li>Inability to deliver expenditure in line with agreed budget resulting in significant end of year under or over spend position</li> </ul>	<ul style="list-style-type: none"> <li>Regular internal monitoring takes place</li> <li>Forecast outturn the year reported to Joint Committee for approval</li> <li>Actual outturn for the year reported to Joint Committee for approval</li> </ul>	Ongoing  Annually  Annually	Ongoing  Annually (January )  Annually (June)	
<ul style="list-style-type: none"> <li>Lack of accountability</li> </ul>	Low/medium	<ul style="list-style-type: none"> <li>Inability to keep efficient and effective records</li> <li>Inability to prevent mal-administration and fraud</li> </ul>	<ul style="list-style-type: none"> <li>Expenditure is recorded on BCC's financial ledger 'Voyager'</li> <li>Voyager system ensures that invoices and orders are appropriately checked and authorised.</li> </ul>	Ongoing  Ongoing	Ongoing  Ongoing	
<ul style="list-style-type: none"> <li>Lack of compliance with accounting policy</li> </ul>	Low/medium	<ul style="list-style-type: none"> <li>Inability to follow correct accounting policy</li> </ul>	<ul style="list-style-type: none"> <li>Compliance with Birmingham City Councils accounting procedures/policies</li> </ul>	Ongoing	Ongoing	
<ul style="list-style-type: none"> <li>Failure to comply with relevant financial internal controls and procedures</li> </ul>	Low/medium	<ul style="list-style-type: none"> <li>Inability to detect and prevent above financial risks</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of compliance with relevant procedures and controls carried out annually by Birmingham City Councils Internal Audit Team</li> </ul>	Annually	Annually	

**WEST MIDLANDS JOINT COMMITTEE**

**23rd JANUARY 2013**

**TRANSPORT AND STRATEGIC PLANNING UPDATE**

**1. Purpose**

To update the Joint Committee on a range of Transport and Planning matters.

**A) Policy**

**2. HS2**

- Y Network Announcement.  
The government announcement of the proposed route and stops North of Birmingham to Manchester and Leeds is expected in the next few weeks.
- HS2 Local Connectivity Group.  
This Group has produced a local connectivity requirements paper which will be signed off by the Group at its meeting on Wednesday 16<sup>th</sup> January. It covers the wider WM area and involves the Shires and business on the group as well as HS2 Ltd and DfT. The draft paper, which was seen by Chief Executives and Leaders in early draft form last October, will now be circulated to authorities and LEPs for their endorsement.
- Research by KPMG concluded that HS2 alone would deliver 10,000 jobs and £600m per year to the West Midlands regional economy. However, with the right regional enhancements, and using capacity released on existing lines by High Speed rail, these benefits will more than double to £1.5bn per year and 22,000 jobs. This work is being revised to take account of the Y Network.

**3. Rail**

- Network Rail Strategic Plan  
This was published on 8<sup>th</sup> January and is the next step in producing the Control Period 5 national rail investment programme for the period 2015 – 2019.

A planned £550 million upgrade to the West Midlands rail network was today welcomed by the region's councils as good for passengers and the economy.

The investment, to be made by Network Rail through its Strategic Business Plan between 2014 and 2019, will also help the region cope with soaring passenger numbers.

Some of the key projects in the Strategic Business Plan include:

- A £255 million programme of works to increase line speeds and reduce train congestion in the Stafford area.
- £65 million electrifying the Cross City Line between Barnt Green and Bromsgrove with three instead of two trains per hour between Redditch, Bromsgrove and New Street
- A joint Centro/Coventry City Council/Warwickshire County Council project for two new stations and an extra train per hour on the Coventry to Nuneaton line.
- Electrification and new tracks between Coventry and Leamington boosting freight and accessibility to Birmingham Airport.
- Walsall to Rugeley electrification improving journey times and capacity for commuters heading into Birmingham.
- Rail Devolution
  - On 10<sup>th</sup> January 2013 the DfT published the report of the Brown review into Franchise Policy. This review was undertaken by Richard Brown to look at the DfT's policies in relation to rail franchising following the collapse of the West Coast Franchise replacement process and the subsequent investigation undertaken by Sam Laidlaw.
  - The Brown review concluded that the principles behind franchising passenger services was broadly sound, but that some specific changes were required in franchise policy if they were going to be a robust basis on which to provide rail services in the future. The Brown review makes many specific recommendations, the key ones being:
    - The DfT needs to significantly strengthen its rail franchising capabilities, ideally with a standalone body or agency under a "Franchise Director" to deliver no more than 3 or 4 franchises each year
    - The bidding and evaluation process for each franchise should be strengthened and simplified, with the Government not trying to mitigate against all possible risks of default
    - That maintaining a larger number of smaller franchises across the country would be better for the overall market as it allowed owning groups to disperse their risks more

- effectively and created better conditions to allow new entrants into the market
- The benefits of devolving responsibility to relevant regional authorities are recognised and plans should be put in place to allow this to happen for future franchises.
- The Secretary of State has welcomed the review and will be publishing the Government's response in the Spring. Before then the Government will make a statement on the process for taking forward the three "stalled" franchising processes – Great Western, Essex Thameside and Thameslink/Southern/Great Northern.
- The review was therefore very positive regarding the case for devolving responsibility for West Midlands local services to an appropriate regional body and referred to the interest which Centro had submitted regarding taking on such a role. The report notes that the regional bodies will need to take time to build the necessary expertise in letting franchises, and in the first instance such franchises will need to be jointly procured with the DfT.
- The West Midlands Franchise Proposition was submitted by Centro on behalf of West Midlands Authorities in June 2012 to replace the London Midland Franchise in November 2015 and work is progressing on the key work programme areas. Government has not responded formally to the proposals but has indicated that work should continue.

#### WCML Franchise

On 6th December, Government confirmed that Virgin would continue to operate the Franchise for two years until November 2014.

#### London Midland Issues.

London Midland cancelled hundreds of services in late 2012 due to a shortage of drivers. Centro was active in challenging the train operator, including face to face meetings involving the Chairman and Lead Member for Transforming Rail. Following a change to driver diagrams in December, London Midland expects the problem to be progressively resolved. The driver shortage placed London Midland in default of its cancellations benchmark and the DfT, therefore, took action requiring London Midland to provide a package of compensatory benefits for passengers worth £7m. Part of this is made up of 5 days worth of free travel for season ticket holders and making available 500,000 cheap advance tickets. London Midland is also required to invest £2.25m on a range of measures to benefit

passengers, primarily in the West Midlands where the disruption was worst.

#### **4. Integrated Transport Prospectus & West Midlands Freight Strategy Consultations**

- Both documents were approved for consultation by the ITA in December having been subject to wide officer engagement with metropolitan officers. The notional closing date for comments is Friday 15<sup>th</sup> February. The documents are available to view at:

[www.centro.org.uk/consultation/consultationhome.aspx](http://www.centro.org.uk/consultation/consultationhome.aspx)

- The Prospectus sets out the long term vision for transport in the West Midlands including long term modal share targets for car, public transport, cycling and walking.
- The Freight Strategy covers 3 main issues of national freight movements, urban freight and freight gateways. The freight industry has been closely involved in the preparation of the draft Strategy and is supportive of its contents.

#### **5. Spatial Planning Issues**

- It is anticipated that the Regional Spatial Strategy (RSS) will be formally revoked sometime during spring 2013. Local planning authorities will then be (indeed, now are) bound by the Statutory Duty to Cooperate for the purposes of strategic cross boundary and infrastructure planning. If we fail to exercise this duty effectively, the ability of individual local planning authorities to effectively promote and manage development will be compromised.
- Further areas where joint working will continue to be required include strategic centres, strategic employment sites, major infrastructure provision, biodiversity planning and climate change mitigation and adaptation.

#### **b) Commissioning/Delivery**

#### **6. Local Pinch Points Programme**

- This £170m fund was announced by Government in the Autumn Statement and is intended to reduce bottlenecks on the local highway network. Metropolitan Districts and Centro are eligible to bid for this funding taking account of LEP and LTB views. The Fund is intended to secure immediate impacts on growth

and is aimed at schemes that can be delivered quickly, with funding contribution only available in financial years 2013-14 and 2014-15. It requires a 30% local contribution.

- Potential projects could fall into two categories, with the majority falling into the first category given the delivery timescales for investment:
  - small schemes requiring DfT funding of between £1m and £5m;
  - large schemes requiring DfT funding above £5m but no more than £20m;
- There is a very tight timescale for bids with a business case being required by 21<sup>st</sup> February.

## **7. Recommendation**

That members note the report.

**Geoff Inskip**  
Chief Executive, Centro

**Tom Magrath**  
Chair P&T Officer Executive Group

## **WEST MIDLANDS JOINT COMMITTEE – 23 JANUARY 2013**

### **Report of Birmingham City Council and Dudley MBC District Advisers**

#### **BIRMINGHAM AIRPORT HOLDINGS LTD**

##### **1. Purpose of Report**

- 1.1 To note an action taken under the Districts' Side Agreement since the last Meeting of Joint Committee

##### **2. Background**

- 2.1 Under Section 5.4 of the Districts' Side agreement, Joint Committee may arrange for the discharge of their functions by each of the Districts' Chief Executives or anyone authorised by any District to act in the Chief Executive's absence acting in consultation with the Chair or Vice Chair of Joint Committee
- 2.2 Paragraph 3 below sets out an action taken since the last meeting of Joint Committee

##### **3. Aeronautical Adviser- action taken under Districts' Side Agreement**

- 3.1 Following an interview process, Sir Michael Hodgkinson from Nyras Capital was appointed in January 2009 as Aeronautical Adviser to the 7 West Midland Districts in relation to Birmingham Airport at a cost of £25k per annum plus expenses. This contract was extended for a further 12 months in December 2009, December 2010 and December 2011 at the same fee of £25k plus expenses. Derek Stevens from Nyras has also been engaged to provide advice in relation to Remuneration issues at no additional cost.
- 3.2 It is felt that Sir Michael Hodgkinson provides important insight and knowledge and it is useful to have continuity of knowledge in the role. Approval has been given under Section 5.4 of the Districts' Side Agreement to appoint Sir Michael Hodgkinson from Nyras Capital as aeronautical adviser to the West Midland Districts for a further 12 months from December 2012 at a cost of £25k per annum plus expenses. Derek Stevens will continue to provide advice in relation to remuneration issues. In addition, David Priseman from Nyras Capital will act as an alternate in the absence of Sir Michael Hodgkinson. The Director of Legal and Democratic Services at Birmingham City Council has been given authority to negotiate and complete all necessary legal documentation to give effect to the appointment



**4. Recommendation**

It is recommended that:

- 4.1 the action taken under the Districts' Side Agreement set out in paragraph 3 above be noted

**Elaine Peach**  
**Airport Adviser**

**Philip Tart**  
**Airport Adviser**

Contact Officer: Elaine Peach  
Birmingham City Council  
Telephone: 0121 303 3938  
E\_mail: elaine\_peach@birmingham.gov.uk

Report to: West Midlands Joint Committee  
Date: 23<sup>rd</sup> January 2013  
Subject: West Midlands Fire and Rescue Authority  
Report by: Cllr John Edwards, Chair of the Authority

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1. **Purpose**

Chair's Report

2. **Recommendations**

That the report be noted.

3. **Personal Responsibility**

I am the Chair of the West Midlands Fire and Rescue Authority

4. **Local Government Finance Settlement 2013/14 and 2014/15**

The Local Government Finance Settlement 2013/14 and 2014/15 was released on 19<sup>th</sup> December 2012. It indicated that WMFRA will receive a cut of £6 million, approx. 9% of grant, in 2013/14, and £4.6million, approx 7.5% of grant, in 2014/15 although this figure is much less certain. Critically, these figures are at around the national average, and every fire and rescue authority is being expected to play their part, unlike in years 2011- 2013 when WMFRA received twice the average national reduction.

Nonetheless, this will mean that over the entire four years of the CSR period, WMFRA will have lost 26% of grant funding (£20.8 million) the largest percentage reduction of all Fire and Rescue Authorities in England.

We were pleased to have received a significant capital grant for 2013-15 of around £11.6 million, thanks to a number of successful bids. This money will help to fund innovative projects designed to reduce costs while protecting frontline services as much as possible.

As part of the settlement announcement in December, the Government made changes to the criteria on precepts and referenda for the eight lowest precepting FRAs in England to provide some additional one-year flexibility in 2013/14. This was the result of all-Party lobbying by the LGA and by the Chief Fire Officers Association. This change benefits WMFRA (which has the lowest precept of all FRA's) and I have written to all Council Leaders separately about this.

5. **Lobbying**

WMFRA has continued to lobby the government consistently for a fairer financial settlement and as much clarity as possible about long term funding, working with out colleagues from the Association of Metropolitan Fire and Rescue Authorities and a cross-party group of local MPs. We are pleased that this appears to have been fairly successful in securing a fairer settlement for WMFRA.

## 6. **Providing an efficient and effective service**

In order to tackle the difficult funding challenge, we continue to seek efficiencies from a number of areas; in a programme we call Building upon Success. Using the Stop, Make, Buy, Ally process and through numerous reviews looking at all aspects of what we do, we have endeavoured to protect the high standard of frontline services the public has come to expect. So far the savings identified from these reviews have allowed us to meet the £7.677 million formula grant cut in 2011/12 and the £2.487 million cut in 2012/13.

### a. **Cradley Heath and Halesowen Merger**

Progress on the merger continues apace, with confirmation of the site at the old municipal building in Cradley Heath at the junction of Halesowen Road and Barrs Road. Architects have already drawn up plans for a multi-bay facility that will include community rooms and integrated training and exercise facilities. It is hoped the new facility will open in March 2014.

### b. **Brigade Response Vehicles**

Brigade Response Vehicles, or BRVs, are likely to form a significant part of our efforts to manage a significant reduction in firefighter numbers, as they can be crewed with three rather than the usual five or four.

We are continuing to trial the concept, having had to change the vehicle from a Range Rover to a Toyota Hilux, which gives a more flexible platform that is more readily available from the manufacturer. The appliances are now capable of responding to a wider range of incidents than before, and we will continue to develop both the vehicle and the attendance policy.

### c. **Administration Review**

We are continuing a comprehensive review of our administrative functions, which will see a number of posts disestablished with projected savings of around £520,000.

### d. **Management Review**

In tandem with the Administration Review and as part of the wider Building upon Success Process we are also looking at our management structure in order to produce substantial savings. The Authority will be making a decision on this in February 2013. The senior team has already been reduced by one post, and we are looking to create a flatter overall management structure.

## 7. **Performance**

West Midlands Fire Service continues to deliver significant improvements despite shrinking budgets. Particularly encouraging is the fact that we have to date had no casualties from accidental fires in the home. We are also on target to see a reduction in arson in dwellings and vehicles and have successfully driven down the number of false Automatic Fire Alarm calls for second year, thanks to the continued success of our AFA policy.

It is particularly interesting to note that for the first time there have been more rescues from Road Traffic Collisions than from Fires. This reflects the changing nature of the range of incidents the Fire Service faces, with non-fire calls, such as flooding, rescues and car crashes taking up a bigger proportion of our time.

<b>Performance Indicator</b>	<b>2011/12</b>	<b>2012/13 target</b>	<b>Actual YTD 2012/13 (Dec)</b>
The number of accidental fires in dwellings	1,773	1,800	1,220
The number of injuries from accidental fires in dwellings	78	87	37
The number of deaths from accidental fires in dwellings	18	We seek to minimise deaths from accidental dwelling fires	0
The number of arson fires in dwellings	361	376	200
The number of accidental fires in non-domestic premises	631	607	485
The number of arson fires in non-domestic premises	273	259	123
The number of arson vehicle fires	811	771	428
The number of arson rubbish fires	4,286	4,218	2,035
The number of malicious false alarms calls received	3,313	TBC	2,308
The number of false alarm calls due to automatic fire alarms in non-domestic premises	3,301	3,301	2,478
The number of false alarm calls due to automatic fire alarms in dwellings	3,103	3,034	2,381
The percentage of dwelling fires where a <u>working</u> smoke alarm was fitted	68.1%	none	72.1%
Number of rescues from fires ( <u>excluding</u> casualties who are rescued)	86	N/A	46
Number of evacuees with brigade assistance from fires (not casualties or rescues)	375	N/A	152
Number of rescues from RTC's ( <u>excludes</u> casualties)	55	N/A	54
Number of rescues from SSC's ( <u>excludes</u> casualties)	623	N/A	325

## 8. **Other News**

### a. **Alcohols Fire**

In 29<sup>th</sup> November in firefighters tackled one of the largest and most dangerous fires of recent times. The incident at Alcohols gin distillery in Oldbury involved 20 fire appliances and over 100 firefighters at its peak. Given the highly flammable and potentially explosive nature of the chemicals on site, this was a very high risk incident, with crews doing a fantastic job to limit the damage to nearby buildings and prevent any of the large tanks from exploding.

### b. **Olympics and Paralympics**

A number of WMFS personnel played an important role in making the Olympic and Paralympic Games the enormous success that it was. Specialist teams assisted colleagues at the sailing venue in Dorset, others covered the football at the Ricoh arena in Coventry and planning personnel were involved at a national level. Some 160 members of staff received the official Olympics and Paralympic Medallion in recognition of their contribution to the games.

# M I N U T E S

# 9B

meeting: **WEST MIDLANDS PLANNING AND  
TRANSPORTATION SUB-COMMITTEE**

date: **3 AUGUST 2012**

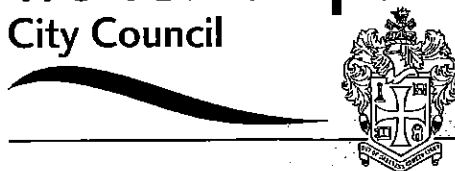
## **PRESENT:-**

Councillor J McNicholas	-	Integrated Transport Authority (Chairman)
Councillor T Ansell	-	Walsall
Councillor D Bell	-	Solihull
Councillor L Bigham	-	Coventry
Councillor P Bilson	-	Wolverhampton
Councillor J Foster	-	Dudley
Councillor K Hartley	-	Integrated Transport Authority
Councillor L Jeavons	-	Walsall
Councillor A Martin	-	Solihull
Councillor Derek Rowley	-	Sandwell
Councillor Judith Rowley	-	Wolverhampton
Councillor M Sharpe	-	Birmingham

## **OFFICERS IN ATTENDANCE:-**

J Anderson	-	CENTRO
L Barnstable	-	Wolverhampton
P Coyne	-	Dudley
A Donnelly	-	CEPOG Core Support Team
P Francis	-	CEPOG Core Support Team
T Magrath	-	CENTRO
A Osola	-	Birmingham
M Smith	-	Walsall
P Smith	-	Sandwell
S Pretty	-	Walsall
P Watson	-	Solihull
C W Craney	-	Wolverhampton, representing the Secretary

**Wolverhampton**  
City Council



**PART I - OPEN ITEMS**  
**(Open to the Press and Public)**

**Apologies for Absence**

- 20                   Apologies for absence had been received from Councillors S Ali (Dudley), Councillor T Ali (Birmingham), Councillor R Horton (Sandwell) and Councillor G E Richards OBE (Solihull)

**Chairman's Announcement**

The Chairman, Councillor J McNicholas, referred to a recent injury suffered by the Vice-Chairman, Councillor R Horton, which had resulted in serious damage to his eye.

- 21                   Resolved:-  
                      That a letter conveying best wishes for a speedy recovery be sent on behalf of the Sub-Committee to Councillor Horton.

**Notification of Any Substitute Members**

- 22                   Councillor J Foster for Councillor S Ali (Dudley), Councillor A Martin for Councillor G E Richards OBE (Solihull) and Councillor M Sharpe for Councillor T Ali (Birmingham).

**Notification of Any Declarations of Interest**

- 23                   The Chairman, Councillor J McNicholas, declared a personal interest in matters relating to Birmingham Airport.

Councillor J Foster declared a personal interest in matters relating to the West Midlands Road Safety Partnership.

Councillor Judith Rowley declared a personal interest in matters relating to West Midlands Road Safety Partnership.

**Minutes – 15 June 2012 (Appendix 13)**

- 24                   Resolved:-  
                      That the minutes of the meeting held on 15 June 2012 be confirmed as a correct record and signed by the Chairman.

**Matters Arising**

- 25                   There were no matters arising from the minutes of the meeting held on 15 June 2012.

**Membership of the Sub-Committee 2012/13 (Appendix 14)**

A report of the Secretary was submitted.

- 26                   Resolved:-  
                      That the report be received and noted.

**Planning and Transportation Sub-Committee – Forward Plan/Work Programme (Appendix 15)**

A report of the Planning and Transportation Officers Executive Group was submitted.

The Chairman, Councillor J McNicholas advised that reference to the Department for Transport announcement on Local Transport Bodies would be referred to during the consideration of Agenda Item No.8 (Duty to Co-operate – Proposed Way Forward) and that a further report on these matters would also be submitted to a future meeting.

27

Resolved:-

That the Planning and Transportation Sub-Committee – Forward Plan/Work Programme, detailing reports to be considered at future meetings of the Sub-Committee as enhanced by the comments of the Chairman, be noted.

**Duty to Co-operate – Proposed Way Forward**

A report of the Duty to Co-operate Task Group was submitted and supplemented by a Powerpoint presentation from P Watson.

P Watson advised the Sub-Committee that the Duty to Co-operate was now a statutory duty with extensive policy, financial implications if it was not undertaken properly, thoroughly and on a continuing basis. With reference to the slide in connection with "Relationships" he added that in addition to the administrative boundaries detailed it would also be necessary to add to the list Local Nature Partnerships and Local Transport Bodies. He referred to the recent announcement from the Department for Transport inasmuch as each local authority could only be in one Local Transport Body even if they were in more than one Local Enterprise Partnership. Responses to the Department for Transport announcement were required to be submitted by 28 September 2012 and a further report on this matter would be submitted to the next meeting of the Sub-Committee. P Watson explained that the Department for Communities and Local Government (DCLG) was intending to consult again in relation to Environmental Reports into the revocation of Regional Spatial Strategies as it was considered that previous reports had been weak in their analysis. This point had been identified in the original response submitted on behalf of the Sub Committee.

The Chairman, Councillor J McNicholas, requested that a copy of the presentation be circulated to all members of the Sub-Committee. Councillor T Ansell (Walsall) acknowledged the scale of the work involved with the Duty to Co-operate and stressed the need for all the authorities to work together to ensure a successful outcome for the Metropolitan Area. The Chairman, Councillor J McNicholas, reminded the Sub-Committee that the constituent authorities had a good record



of working together and it was to be hoped that this continued. He cited the example of Coventry City Council where a neighbouring authority, Warwick District Council, was investigating a possible housing development adjacent to the Coventry City boundary which would require the infrastructure to be provided within the City area. He enquired as to whether Coventry City Council could veto the proposal under the Duty to Co-operate arrangements. P Watson advised that there was no power of veto but there was a duty on Warwick District Council to prove that sufficient co-operation with Coventry City Council had been sought in relation to the provision of infrastructure and that it would be necessary to demonstrate the attempts to co-operate between the two authorities.

Councillor L Bigham (Coventry) asked a supplementary question in relation to co-ordination and timing of the Duty to Co-operate given that the various authorities were at different stages with their Development Plan Documents. P Watson suggested that the co-ordination and timing could be managed via this Sub-Committee as the most appropriate vehicle for dialogue. Councillor P Bilson (Wolverhampton) cited the example of Wolverhampton City Council and its very successful relationship with both South Staffordshire District Council and Staffordshire County Council with regard to the development of the i54 site and the construction of the Jaguar Land Rover factory. He suggested that this type of relationship needed to be built upon. He referred to the slide in connection with "Commitment to Effective Engagement and Subsidiarity" and stressed the need for decisions to be taken at the most appropriate level but that it would also be necessary for the region to work with both the public and private sectors to secure sustained economic benefit. He suggested that flexibility was required in the governance structure in order for the most appropriate parties to be involved in discussions. In response to the latter point, A Donnelly referred to paragraphs 4.9 – 4.11 of the report and commented that these "Guiding Principles" covered a suggested way forward but that flexibility would also be required.

Councillor T Ansell (Walsall) advised that both Wolverhampton City Council and Walsall Metropolitan Borough Council needed to continue good working relationships with Staffordshire Districts especially in relation to the development of housing sites given the impact on the Metropolitan areas. T Magrath commented on the interface on transport issues. P Watson reminded the Sub-Committee that the Duty to Co-operate related also to Transport Strategies and that there was a need for these Strategies to relate to the Spatial Strategies.

28

Resolved:-

(i) That the guiding principles as the basis for managing the Duty to Co-operate as detailed in paragraphs 4.9 - 4.11 of the report be approved;

(ii) That the working arrangements for compliance with Duty to Co-operate as detailed in paragraph 4.13 of the report be approved;

(iii) That the arrangements for initial engagement with Shire Members as detailed in paragraph 4.15 of the report be agreed;

(iv) That the arrangements detailed in (i) – (iii) above be subject of a review after 12 months of operation;

(v) That a report on Local Transport Bodies boundaries be submitted to the next meeting of the Sub-Committee;

(vi) That a note be circulated to all Members of the Sub-Committee in relation to the Department for Transport announcement pertaining to boundaries for Local Transport Bodies.

**West Midlands Urban Traffic Control Major Scheme (UTCMS) -  
West Midlands Urban Traffic Control Centre (WMUTC)  
(Appendix 16)**

A report of the Senior Responsible Officer was submitted.

29

Resolved:-

(i) That an option study be undertaken in connection with on-going operation of a strategic WMUTC to be reported to a meeting of the UTC Working Group;

(ii) That under the terms of the lease held between Wolverhampton City Council and the Highways Agency, notice be served to vacate Quinton from 31 March 2013.

**West Midlands (Metropolitan Area) Road Safety Partnership –  
Annual Report (Appendix 17)**

A report of the West Midlands Road Safety Partnership Board was submitted.

Councillor Judith Rowley commended the report and advised that following the success of Bradley Wiggins in the Tour de France and the recent success of Team GB in the various cycling events at the London Olympics 2012 she as the Vice-Chairman of the West Midlands Road Safety Partnership Board together with Councillor R Horton as the Chair of the West Midlands Road Safety Partnership Board had issued a Press Statement in relation to cycling safety. The Chairman, Councillor J McNicholas advised that such a Press Statement was particularly timely given the recent unfortunate fatal accident adjacent involving a cyclist to one of the Olympic Stadiums.

30

Resolved:-

That the West Midlands (Metropolitan Area) Road Safety Partnership Annual Report be received and noted.

**National Planning Policy Framework and P&T Sub-Committee Representations (Appendix 18)**

A report of the Officer Executive Group was submitted. A Donnelly advised that the National Planning Policy Guidance (NPPF) as published in March 2012 summarised existing policies in many areas; the main change being the introduction of the Duty to Co-operate for strategic and infrastructure planning. The attention of the Sub Committee was drawn to the fact that many of the representations it had made in response to the draft NPPF and as forwarded to the department for Communities and Local Government Select Committee had been reflected in the final approved version of the NPPF.

The Chairman, Councillor J McNicholas enquired as to how the various issues were to be addressed. A Donnelly advised that many of the issues would be addressed via the Duty to Co-operate requirements. Councillor L Bigham referred to the penultimate point in the report on "Concern regarding the lack of brownfield first for housing, requirement for a five year supply of land plus 20% flexibility allowance and a lack of recognition of contribution that can be made by windfalls" now referred to in the final NPPF document as "Local Authorities can prioritise Brownfield land and take account of windfall contributions if they present evidence. Flexibility allowance within a range of 5% to 20% dependent on rate of housing delivery" and enquired as to the specific areas which needed to be heeded. A Donnelly advised that the various Planning Policy Guidance notes had been replaced with the National Planning Policy framework and that whilst Town Centre Policy had evolved over a number of years the routes to be followed were now more definitive. M Smith commented that the Policy was now directed development towards Town Centres and that Offices were still to be included as Town Centre uses. With regard to "out of town" development the onus remained with local authorities to prove that the necessary tests had not been passed.

The Chairman, Councillor J McNicholas queried the Green Belt Policy and HS2 inasmuch as the proposed Interchange was 2 kilometres from Birmingham International Airport and the resultant gap in the Green Belt could be ripe for development. P Watson assured the Sub-Committee that the position in relation to this particular area of land was clear within the Solihull Local Plan. He reminded the Sub-Committee that the aspiration for the development of the HS2 would require primary legislation and should not be assumed at this time.

- 31 Resolved:-  
That the report be received and noted.

**2011-12 Annual Performance Report on the Joint Data Team (JDT) Contract with Mott MacDonald**

A report of the JDT Partnership Board was submitted.

- 32 Resolved:-  
That the report be received and noted.

**West Midlands Canals Partnership - 18 July 2012**

A Donnelly (CEPOG Core Support Team) reported on the discussions which had been held at the meeting of the West Midlands Canal Partnership held on 18 July 2012.

- 33      Resolved:-  
            That the report be received and noted.

**West Midlands Strategic Transport Package**

- 34      The report was withdrawn.

The Chairman, Councillor J McNicholas advised that this particular report which had been received at the Policy and Strategy Committee of the Integrated Transport Authority on 30 July 2012 and had been prepared to initiate a debate with the Leaders of the seven West Midlands Metropolitan Councils in relation to transport. The report had subsequently been considered at a meeting of the West Midlands Joint Committee held on 2 August 2012 and that a further report would be presented to the Leaders meeting in September.

**Chairman's Announcements - David Bull Assistant Director, Development Strategy, Birmingham City Council**

The Chairman, Councillor J McNicholas, referred to the impending departure of Mr David Bull to a new post at Thurrock District Council. On behalf of the Sub-Committee he thanked Mr Bull for the work he had undertaken both on behalf of Birmingham City Council and the Sub-Committee.

- 35      Resolved:-  
  
            That the best wishes for his future be extended to Mr Bull together with the thanks of the Sub-committee for the work he had undertaken in relation to improving transport links and infrastructure both within the Birmingham City Area and the Metropolitan Area as a whole.



# MINUTES

meeting: **WEST MIDLANDS PLANNING AND  
TRANSPORTATION SUB-COMMITTEE**

date: **14 SEPTEMBER 2012**

## **PRESENT:-**

Councillor J McNicholas	-	Integrated Transport Authority (Chairman)
Councillor T Ansell	-	Walsall
Councillor D Bell	-	Solihull
Councillor L Bigham	-	Coventry
Councillor P Bilson	-	Wolverhampton
Councillor K Hartley	-	Integrated Transport Authority
Councillor G E Richards OBE	-	Solihull
Councillor Derek Rowley	-	Sandwell

## **OFFICERS IN ATTENDANCE:-**

L Banstable	-	Wolverhampton
D Carter	-	Birmingham
A Donnelly	-	CEPOG Core Support Team
P Francis	-	CEPOG Core Support Team
A Miller	-	Sandwell
A Osala	-	Birmingham
S Pretty	-	Walsall
P Sargent	-	CENTRO
M Smith	-	Walsall
D Strang	-	Solihull
C W Craney	-	Wolverhampton, representing the Secretary

**Wolverhampton**  
City Council



**PART I - OPEN ITEMS**  
**(Open to the Press and Public)**

**Apologies for Absence**

- 36                    Apologies for absence had been received from Councillor T Ali (Birmingham), Councillor S Ali (Dudley), Councillor J Foster (Dudley) and Councillor Judith Rowley (Wolverhampton)

**Notification of Any Substitute Members**

- 37                    No notification of any Substitute Members had been received by the Secretary.

**Notification of Any Declarations of Interest**

- 38                    The Chairman, Councillor J McNicholas, and Councillor G E Richards OBE declared personal interests in matters relating to Birmingham Airport.

**Minutes – 3 August 2012 (Appendix 19)**

- 39                    Resolved:-  
                         That the minutes of the meeting held on 3 August 2012 be confirmed as a correct record and signed by the Chairman.

**Matters Arising**

- 40                    There were no matters arising from the minutes of the meeting held on 3 August 2012.

**Duty to Co-operate and Adjoining Authorities (Appendix 20)**

A report of the Duty to Co-operate Task Group was submitted.

A Donnelly, CEPOG Core Support Team reminded the Sub-Committee of its previous decisions in relation to the proposed way forward with the Duty to Co-operate and, in particular, the discussions and decisions at the meetings held on 13 June and 3 August 2012. The report also included representations which had been made to date on the Plans of adjoining Authorities, under delegated authority, and which would assist in subsequent discussions with adjoining Shire Districts.

Whilst it had been proposed that Shire District Member Planning representatives be invited for discussion with the Sub-Committee at its meeting to be held on 9 November 2012 to discuss matters relating to cross boundary/duty to co-operate matters it was now suggested that bi-lateral meetings be held between the relevant Metropolitan Districts and those adjoining Shire Districts/Counties with which they had relationships and common boundaries. This would enable a flexible approach to be adopted given that authorities were at different stages

in the preparation of their Local Development Plans and also enable local issues to be addressed. He advised the Sub-Committee that the emerging details from the 2010 Census might also lead to higher housing figure requirements being identified. D Carter, Birmingham City Council advised that the latest household projection figures would be published in November 2012 by the Office of the National Statistics on behalf of the Department for Communities and Local Government.

Councillor T Ansell acknowledged the comments now made and advised that the position faced by Walsall MBC would be particularly complex given the number of Shire districts with which it had boundaries and the impact that the emerging Birmingham Local Development Plan would have on these particular Shire Districts.

41

Resolved:-

- (i) That the report be received and noted;
- (ii) That in order to assist in complying with Duty to Co-operate responsibilities bi-lateral meetings be held between the relevant Metropolitan Districts, the relevant Planning & Transportation Sub Committee Members and their Shire counterparts on an ad hoc basis ; this to reflect that Local Authorities were at different stages of Local Development Plan preparation and to enable discussion of local and Metropolitan wide issues, with reports from such meetings being submitted to future meetings of the Sub Committee as appropriate.

**Department for Communities and Local Government –  
Consultations (Appendix 21)**

A report of the Officer Executive Group was submitted.

A Donnelly reported on the consultations which had been submitted to the Department for Communities and Local Government in relation to the following consultation papers:-

- Streamlining information requirements for planning applications;
- New opportunities for sustainable development and growth through re-use of buildings.

He explained, in detail, the substance behind the various submissions made. He also advised the Sub-Committee of a Housing and Growth Statement which had been issued by The Right Honourable Eric Pickles MP, Secretary of State for Communities and Local Government and undertook to ensure that a copy of the Statement was circulated to all members of the Sub-Committee.

42

Resolved:-

- (i) That the representations submitted to the Department for Communities and Local Government in respect of the undermentioned consultations be endorsed:-



- Streamlining information requirements for planning applications;
- New opportunities for sustainable development and growth through re-use of buildings;

(ii) That statement issued by the Secretary of State for Communities and Local Government, The Right Honourable Eric Pickles MP in relation to Housing Growth be circulated to all members of the Sub-Committee.

**Car Dependency Score Card 2012 (Appendix 22)**

A report of the Planning and Transportation Officers Executive Group was submitted.

J Thrush, CENTRO explained that 3 cities or towns within the largest urban area in each UK region had been selected for analysis and in the West Midlands these had been determined to be Birmingham, Coventry and Dudley. The recommendations emerging from the report investigated the possibility of reducing car dependency and congestion. The following headings had also been assessed:-

- Accessibility and Planning (from least car dependent to most)
- Buses and Trains Quality and Uptake (from least car dependent to most)
- Cycling and Walking as Alternatives (from least car dependent to most)
- Driving and Car Use

Councillor Bigham, Coventry, commented that she did not recognise Coventry from the description contained within the report as no reference had been made to the Bus Review/Electric Buses, etc and, therefore, that she considered that the data that had been used was not up to date. She enquired as to whether the contents of the report was likely to damage the reputation of the City of Coventry given her belief that the data was out of date. J Thrush advised that the data was likely to be at least 2 years old. The Chairman, Councillor McNicholas, Integrated Transport Authority, enquired as to how often the survey was repeated. A Osala, Birmingham, advised that whilst the reports were published on an annual or biannual basis this particular study was a one off exercise. She reminded the Sub-Committee that Birmingham City Council had ambitious plans which were ongoing but that the report was based on data which was at least 9 months old albeit that the positive direction of travel of Birmingham City Council had been acknowledged. J Thrush advised that Passenger Focus had undertaken an area of work which had included engagement with both CENTRO and National Express in relation to the contents of the study.

be received and noted and that the Officers be instructed to commence a dialogue with the authors of the study in relation to the accuracy of the data used.

**Rail High Level Output Statement (HLOS) (Appendix 23)**

The Sub-Committee received a presentation and report from P Sargent, Head of Transforming Rail Travel on the position regarding the Secretary of State's announcement on HLOS and rail investment for the West Midlands.

The Chairman, Councillor J McNicholas, drew to the attention of the Sub-Committee that the rail industry had produced the Initial Industry Plan (IIP) in September 2011 to inform the HLOS and CENTRO had since currently expressed strong reservations about the poor level of investment proposed in the West Midlands. Since the publication of the IIP, CENTRO had lobbied Government extensively on the need for rail investment to support economic growth. Given the contents of the latest announcement he congratulated those involved in the work already done and emphasised the benefits to both passengers and freight from the proposed Electric Spine. Councillor T Ansell, commented that this was the best investment in rail infrastructure in the West Midland which had been made for many years and could assist in the reopening of the Wolverhampton – Walsall link. Councillor G E Richards OBE, Solihull, enquired as to whether the £140m from the Innovation Fund would assist in the upgrade in connectivity to the HS2 line. P Sargent advised that the HLOS was a rail industry fund and, therefore, connectivity issues were not covered. Councillor G E Richards OBE enquired as to why no target had been included for Customer Satisfaction given that the target had been included for Service Reliability as that he believed the two were interlinked.

A Osala, Birmingham, commented that the £140m included within the Development and Innovation Fund did not enable considerable capital works to be undertaken. The Chairman, Councillor J McNicholas suggested that a better understanding on the proposals for connectivity was required. P Sargent reminded the Sub-Committee that the Integrated Transport authority was leading on connectivity issues for HS2. A Osala explained the role of HS2 Limited and that it had no remit for connectivity. Chairman, Councillor J McNicholas suggested that a report on the implications for connectivity arising from the HLOS and opportunities should be submitted to a future meeting of the Sub-Committee in order to afford it an opportunity to make representations to influence the hybrid Bill.

Councillor P Bilson, Wolverhampton, counselled caution inasmuch as the contents of the Statement should not be allowed to proceed at the expense of other improvements to the infrastructure of the local transport network. He suggested that there was a need to concentrate, certainly from the perspective of Wolverhampton, on the Wolverhampton Interchange Stage 2 and the support required for the

construction of a new rail station to complement the recently completed bus station.

Following a question from D Carter, Birmingham, P Sargent advised that the impact on Birmingham Development Plan would not be particularly influenced by the HLOS given that it would not fund new initiatives or improvements to existing stations which would need to be funded locally via a separate funding stream.

44

Resolved:-

(i) That the High Level Output Specification announced by the Secretary of State on 16 July 2012 be noted;

(ii) That the Secretary of State's response to the call for greater investment in the West Midlands Rail Network which would stimulate growth and create jobs be welcomed;

(iii) That the creation of an investment fund for development of schemes associated with upgrading the network for HS2 be welcomed;

(iv) That a further report on links to schemes such as NUCKLE with the Rail High Level Output Statement be submitted to a future meeting of the Sub-Committee;

(v) That a report on the implications for connectivity and opportunities to improve the infrastructure be submitted to a future meeting of the Sub Committee;

(vi) That the Managing Director of the First Group Limited be invited to a future meeting of the Sub-Committee, if appropriate, following the outcome of the Judicial Review with regard to the award of the franchise.

#### **Draft Aviation Policy Framework (Appendix 24)**

A report of the Planning and Transportation Officers Executive Group was submitted.

The Sub-committee also received a Powerpoint presentation from Jon Hockley, Birmingham Airport in connection with Aviation Policy and Birmingham Airport.

The Chairman, Councillor J McNicholas reminded the Sub-Committee that all West Midlands Metropolitan Authorities supported the development of Birmingham Airport and enquired as to how it was possible to convince the Government of the need for concentration on airports outside the South East of the country. J Hockley undertook to arrange to supply a copy of the response to be submitted to the Government from Birmingham Airport in relation to the current consultation. Councillor T Ansell confirmed his support of the expansion of Birmingham Airport but suggested that the proposals seemed to be focussed on the expansion of airports in the South East

of the country. J Hockley acknowledged the points now made and suggested that, in many cases this was because media and airline businesses were based in the South East and influenced Government policy accordingly. He advised that the Transport Minister has been asked to note that other airports within the United Kingdom operated international services and should not be addressed as "Regional Airports" which implied that they only provided regional services. By identifying airports such as Birmingham or Manchester as "National Airport" the Government would send a strong signal that the whole of the UK was "open for business"

Councillor G E Richards OBE suggested that more strenuous efforts needed to be made in order to encourage airlines to be based in Birmingham and businesses within the conurbation to use the airport. He enquired as to whether the airport intended to refresh the Master Plan produced in 2007, with the recent announcement of an independent commission to look into airport capacity in the UK, and the final report of this commission not due until Summer 2015 J Hockley acknowledged the need, in the interim for the Airport Company to consider a refresh of the Master Plan. D Carter referred to the slide in relation to capacity and enquired as to whether the reference to "other airports" referred to those within the London catchment area. J Hockley confirmed this to be the case.

45

Resolved:-

That the report and presentation be received and noted.



# MINUTES

meeting: **WEST MIDLANDS PLANNING AND  
TRANSPORTATION SUB-COMMITTEE**

date: **9 NOVEMBER 2012**

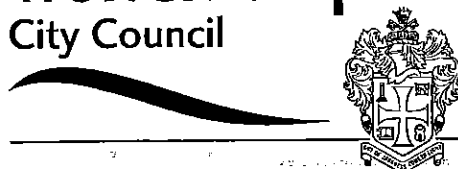
## **PRESENT:-**

Councillor J McNicholas	-	Integrated Transport Authority (Chairman)
Councillor T Ansell	-	Walsall
Councillor D Bell	-	Solihull
Councillor L Bigham	-	Coventry
Councillor P Bilson	-	Wolverhampton
Councillor J Foster	-	Dudley
Councillor R Horton	-	Sandwell
Councillor G E Richards OBE	-	Solihull
Councillor Judith Rowley	-	Wolverhampton

## **OFFICERS IN ATTENDANCE:-**

L Barnstable	-	Wolverhampton
A Donnelly	-	CEPOG Core Support Team
P Edwards	-	Birmingham
P Francis	-	CEPOG Core Support Team
J Harte	-	Solihull
M Holloway	-	Dudley
T Magrath	-	CENTRO
A Miller	-	Sandwell
J Morris	-	Birmingham Airport
S Pretty	-	Walsall
J Thrush	-	CENTRO
C W Craney	-	Wolverhampton, representing the Secretary

**Wolverhampton**  
City Council



**PART I - OPEN ITEMS**  
**(Open to the Press and Public)**

**Apologies for Absence**

- 46 Apologies for absence had been received from Councillor T Ali (Birmingham), Councillor K Hartley (Integrated Transport Authority), Councillor L Jeavons (Walsall), Councillor D Rowley (Sandwell) and Councillor M Sharpe (Birmingham).

**Notification of Any Substitute Members**

- 47 No notification of any Substitute Members had been received by the Secretary.

**Notification of Any Declarations of Interest**

- 48 A Donnelly, Senior Strategy and Support Officer, CEPOG Core Support Team, declared a disclosable pecuniary interest in Agenda Item No 7 (Future Resources Required for Joint Working on Planning and Transportation Matters) and withdrew from the meeting during the consideration of the item.

P Francis, West Midlands Road Safety Partnership Programme Manager, CEPOG Core Support Team, declared disclosable pecuniary interests in relation to Agenda Item No 7 (Future Resources Required for Joint Working on Planning and Transportation Matters), Agenda Item No 9 (West Midlands Road Safety Partnership and Joint Working Beyond April 2013) and Agenda Item No 10 (Safety Camera Review) and withdrew from the meeting during the consideration of these items.

The Chairman, Councillor J McNicholas (Integrated Transport Authority) and Councillor G E Richards OBE (Solihull) declared personal interests in matters relating to Birmingham Airport and specifically to Agenda Item No 12 (National Aviation Framework).

**Minutes – 14 September 2012 (Appendix 25)**

- 49 Resolved:-  
That the minutes of the meeting held on 14 September 2012 be confirmed as a correct record and signed by the Chairman.

**Matters Arising**

- 50 There were no matters arising from the minutes of the meeting held on 14 September 2012.

**Planning and Transportation Sub-Committee – Forward Plan (Appendix 26)**

- 51 Resolved:-

That the Planning and Transportation Sub-Committee Forward Plan, detailing reports to be considered at future meetings of the Sub-Committee, be noted.

**Future Resources Required for Joint Working on Planning and Transportation Matters (Appendix 27)**

(A Donnelly, Senior Strategy and Support Officer, CEPOG Core Support Team and P Francis, West Midlands Road Safety Partnership Programme Manager, CEPOG Core Support Team, declared a disclosable pecuniary interest in this item and withdrew from the meeting during the consideration thereof.)

A report of the Head of Transportation, Wolverhampton City Council, was submitted.

Councillor G E Richards OBE, advised that whilst he had no objections to the proposals contained within the report he was curious as to the review of the workings of the Sub-Committee which had been intended to be undertaken prior to the sad death of the former Chairman, Councillor A Adams. The Chairman, Councillor J McNicholas, responded that the review of Transport Governance Arrangements would determine the future arrangements for the Planning and Transportation Sub-Committee but that, in his opinion, there was certainly a future for the Sub-Committee in view of the growing agenda on regional and national planning issues. The report under consideration was only seeking to agree principles for the continued working of the Core Support Team.

52

Resolved:-

(i) That the need for ongoing technical and professional support to undertake planning and transportation matters of common concern and, in particular, to meet the obligations of the Duty to Co-operate contained in the Localism Act 2011 be acknowledged;

(ii) That the arrangements set out in the report be approved and that the Officer Executive Group be authorised to implement them.

**West Midlands Transportation Summit – 13 November 2012 (Appendix 29)**

A report of the Head of Transportation, Wolverhampton City Council, was submitted.

The Chairman, Councillor J McNicholas, reminded the Sub-Committee that it had a history of working well together on planning and transportation issues across the Metropolitan area. He enquired as to whether the communiqué referred to in the report had been agreed in advance of the Summit by the interested parties. L Barnstable, Head of Transportation, Wolverhampton City Council, confirmed this to be the case.

53

Resolved:-



That the arrangements for the Transportation Summit be noted.

**West Midlands Road Safety Partnership and Joint Working  
Beyond April 2013 (Appendix 30)**

(P Francis, West Midlands Road Safety Partnership Programme Manager, CEPOG Core Support Team, declared a disclosable pecuniary interest in this item and withdrew from the meeting during the consideration of the recommendations contained within the report and for the making of the decision pertaining thereto.)

A report of the West Midlands Road Safety Partnership Board was submitted.

The Chairman, Councillor J McNicholas, reminded the Sub-Committee that the current financial position in relation to the road safety budget was as a consequence of decisions taken by the Coalition Government. Councillor Judith Rowley (Wolverhampton) confirmed that the recommendations detailed at paragraph 2.1 of the report were as agreed by the West Midlands Road Safety Partnership Board held on 19 October 2012 and also that there was a continued cross party commitment to continue to be involved in road safety in the region. She urged the Sub-Committee to not let this topic be overlooked and whilst the partnership arrangements might be subject to alteration, the Metropolitan Authorities were determined to continue their involvement. Councillor R Horton (Sandwell) advised on the need to send the correct message back to Central Government and that by keeping the Partnership together with multi agency working, the progress achieved to date could be sustained. He suggested that there was a need for more initiatives revolving around cycling safety to be worked up, especially having regard to the recent accident involving Bradley Wiggins who had been injured in a collision. Councillor J Foster (Dudley) acknowledged the comments now made but suggested that there was a need for some of the activities of the Road Safety Partnership to be mainstreamed by the constituent authorities and gave an example of road safety messages being relayed to older drivers.

Councillor G E Richards advised that he supported the proposals but expressed concern that responsibility to determine the future working arrangements was being referred back to the Partnership rather than to its parent body. The Chairman, Councillor J McNicholas, responded that this was not the case and that whilst all authorities were keen for the partnership to continue in some form, the purpose of the facilitated workshop would be to consider the various options available. Councillor T Ansell (Walsall) reminded the Sub-Committee that whilst all constituent authorities supported the Road Safety Partnership it could not continue in its present form given the financial pressure faced by the authorities. He stressed the need for all local authorities to commit to continuing to contribute to the work of the Road Safety Partnership.

T Magrath, CENTRO, advised that the facilitated workshop was to be held on 7 December 2012 and suggested that a pre meeting for relevant local authority members be arranged. The Chairman, Councillor J McNicholas, declined this suggestion as, in his view, it was for the individual authorities to brief their representatives. Councillor Judith Rowley reported on the need for all options to be considered including innovative ways forward. She reminded the Sub-Committee that the Local Government Association was promoting greater use of Shared Services and suggested that community based and facing road safety initiatives could be delivered in this manner.

54

Resolved:-

(i) That the recommendation of the West Midlands Road Safety Partnership Board "to explore how the West Midlands Road Safety Partnership or different partnership arrangements could continue to meet the purpose of reducing the road casualties in the West Midlands Metropolitan Area" be noted;

(ii) That the opportunity for the December 2012 meeting of the West Midlands Road Safety Partnership Board to consider the matter in a facilitated workshop and to report to the January 2013 meeting of the Planning and Transportation Sub-Committee be endorsed;

(iii) That each local authority be requested to consider funding the amounts identified in paragraph 4.14 of the report as part of the 2013/14 budget process.

### **Safety Camera Review (Appendix 31)**

(P Francis, West Midlands Road Safety Partnership Programme Manager, CEPOG Core Support Team, declared a disclosable pecuniary interest in this item and withdrew from the meeting during the consideration thereof.)

A report of the West Midlands Road Safety Partnership Board was submitted.

Councillor R Horton referred to paragraph 4.20 of the report "inasmuch as any future strategy must be determined by the capacity to issue the notice of intended prosecution (NIP)" and the arrangements between the Police and the operators of the Speed Awareness courses. The Chairman, Councillor J McNicholas, referred to paragraph 4.21 of the report and in particular the independent review commissioned by Birmingham City Council of the current operation across the West Midlands Metropolitan Area. He enquired as to whether the independent review would influence the facilitated workshop referred to earlier in the meeting. He enquired further as to how the independent review would help the position. P Edwards, Birmingham City Council, advised that the purpose of the independent review was to consider the operating costs of the system and the procurement methodology and, if funding was/wasn't found, the various options available.

The Chairman, Councillor J McNicholas, referred to the financial implications and on the need for the relevant local authorities to consider whether they wished to continue contributing to the financial cost of the system. With reference to paragraph 4.19 of the report, he suggested that the disused camera housings should not be removed but could be left in situ for deterrent value or alternatively converted for use for Vehicle Activated Speed Signs. P Francis advised that the housings were not suitable for Vehicle Activated Signs but that such signs were often erected in the stretch of road prior to the location of the speed camera. He reminded the Sub-Committee that the purpose of speed cameras was to deter speeding and not to generate income. Councillor Bilson (Wolverhampton) drew to the attention of the Sub-Committee that the issue of speed safety cameras was a sensitive issue and also of the need to have regard to legacy issues and maintenance costs.

55

Resolved:-

That consideration of the matter be deferred until the next meeting of the Sub-Committee.

**Draft Best Practice Principles for Traffic Management Measures to Assist Buses in the West Midlands Metropolitan Area (Appendix 32)**

A report of the Transport Strategy Manager, CENTRO, was submitted.

Councillor L Bigham (Coventry) commented that she would be interested to see how well this was operated and that greater concentration should be given to the total journey experience. She commented that parents very often transported children to school in cars because the nearest bus stop was uncovered which, in the event of inclement weather, had consequences for the comfort of children. J Thrush, CENTRO, reported that the intention of the Best Practice principles was to improve all aspects of bus travel. Councillor L Bigham requested additional information on the work being undertaken. Councillor G E Richards OBE advised that in Solihull it took over an hour to travel from the north to the south of the borough and that a better public transport system was required. The Chairman, Councillor J McNicholas, referred Members to paragraph c on page 3 of the Appendix insofar as it explained the toolkit which would be available. He reminded the Sub-Committee that the review of the bus network in Wolverhampton had not been a success and had required a further review. There was a need to increase belief in the public transport system in the West Midlands in order to reduce congestion and for the associated economic benefits.

56

Resolved:-

(i) That the principles set out in the Appendix to the report, as a set of voluntary guidelines for consideration by districts and CENTRO when developing highway schemes and measures in the Metropolitan Area be endorsed;

(ii) That the individual districts be requested to consider these proposals and that the offer of the Chairman of the Sub-Committee to attend the relevant meetings of the constituent authorities on behalf of the Sub-Committee and the Integrated Transport Authority in relation to the Draft Best Practice principles be noted.

**National Aviation Framework (Appendix 33)**

The Sub-Committee received a presentation from J Morris, Public Affairs Director, Birmingham Airport, in relation to the response submitted by the Airport to the Department for Transport's Draft Aviation Policy Framework and issues for the Sub-Committee to consider in relation to the Department of Transport's forthcoming call for evidence. He advised the Sub-Committee that the latest consultation exercise was the third to be conducted in the past 12 months but that the 2003 White Paper was still active and, thus, operated as the National Aviation Strategy. The Aviation Policy Framework to be chaired by Howard Davies, had been launched during week commencing 29 October 2012 and would look at capacity solutions with an interim report to be published early in 2013. The Terms of Reference of the Review had been published and Birmingham Airport was now considering how to respond.

J Morris reported on a document produced by Paul Kehoe, Chief Executive, Birmingham Airport, entitled "Don't Put all Your Eggs in One Basket – A Challenge to Aviation Orthodoxy" which questioned the way the industry worked and challenged assumptions over hub operations. The West Midlands Economic Forum had looked at the Airport as international hub for the West Midlands with a 100 minute travel time guide and that using the spare capacity, the number of jobs which could be created had been identified.

Copies of the following publications were made available for Members:-

- Don't Put all Your Eggs in One Basket – A Challenge to Aviation Orthodoxy by Paul Kehoe, Chief Executive, Birmingham Airport
- Wider Growth, Wider Connectivity – Birmingham Airport's response to the Department of Transport's Draft Aviation Policy Framework
- Birmingham Airport – Stimulating Revival – the role of Birmingham Airport in rebalancing economic growth published by West Midlands Economic Forum.

J Morris advised that the Airport Consultative Committee was reviewing the way in which it worked in order to increase openness and transparency. He outlined the views expressed by the Birmingham Airport in relation to the Department of Transportation Draft Aviation Policy Framework as follows:-

- meaning and value of connectivity – the Airport believed that connectivity should relate to the economic need of regions and that a fuller review of connectivity for economic balance was required
- the possible introduction and implementation of a differential tax regime for air passengers would incentivise airlines to use those airports with spare capacity;
- a new route which would create jobs should have a sliding scale of air passenger duty;
- a congestion charge should be introduced at busy airports where planes were required to circle in stacks or taxi to stands thus incentivising the use of alternative airports with spare capacity;
- the need to create and market national airports rather than concentrating on the south east region;
- liberalising air service arrangements;
- increased integrated surface access including the possibility of the renaming of the Birmingham International Rail Station as "Birmingham Airport " to flag up accessibility;
- an improvement in early (04:00 hours) rail services from Milton Keynes and London Euston station to Birmingham;
- provision of a 59 minute journey time between Birmingham Airport and London Euston station;
- transport for London to include Birmingham Airport on its maps;
- through ticketing and code sharing for plane and train travel which would increase the choice for customers;
- the need to clarify the objectives of the Aviation Policy Framework.

The Chairman, Councillor J McNicholas commented that with the co ticketing proposals Transport for London had yet to achieve the standard operated within the West Midlands with the Swift Card. Councillor Judith Rowley commented on the need to achieve a balance between green travel and the Sustainability Lobby versus the increased capacity at airports by reducing short and domestic flights with improved options. The Chairman, Councillor J McNicholas, suggested that there was a need to make best use of existing provision

and that it would not be sensible to extend Heathrow Airport when proper use could be made of travel time by reducing it which would be likely to improve the economy. Councillor G E Richards OBE reminded the Sub-Committee that at its meeting held on 14 September 2012 the Sub-Committee had agreed to not respond to the Draft Aviation Policy Framework. He queried as to whether the intention was now to respond albeit after the closing date or to respond to the latest consultation. The Chairman, Councillor J McNicholas, advised that the intention was to respond to the latest consultation.

Councillor G E Richards OBE reported that the Greater Birmingham and Solihull Local Enterprise Partnership had responded to the Aviation Policy Framework. The findings from the Aviation Policy Framework review would replace the Aviation White Paper 2003 in due course. He suggested that the access to Birmingham Airport needed improvement with work required at Junction 6 of the M42 and also improved access for the proposed HS2 rail line. He commented that Passenger Airport Duty was affecting the viability of many airlines and determining as to whether they continue to operate from the United Kingdom. Councillor Horton advised that Sandwell MBC had not responded to the consultation in relation to the Aviation Policy Framework but supported the views expressed by the Greater Birmingham and Solihull LEP. He referred to the proposal by Birmingham Airport that the Birmingham International Station be renamed as "Birmingham Airport" and questioned the effects on the National Exhibition Centre. J Morris responded that the Airport was flexible in relation to the eventual title used in the renaming provided that reference included the Airport.

Councillor Bilson commented that the perception of regional airports was very important given that the titles led many people to believe that they were not used for international travel. He referred to the proposal included in the Airport response to taper air passenger duty to incentivise job creation and attraction of business. With regard to the proposal in relation to congestion charging he suggested that ultimately this was likely to increase passenger fares. J Morris acknowledged the latter point but commented that it would ultimately be for the airlines to choose as to whether they loaded fares or not.

T Magrath, CENTRO, enquired as to the key milestones for the Davis Commission in order to enable the Sub-Committee to respond to the consultation in due course. J Morris advised that the key milestone timetable was due to be published shortly and he undertook to ensure that the relevant information was presented to the Sub-Committee in due course and offered to attend a future meeting.

57

Resolved:-

That the presentation be received and noted.

#### **Quick Wins (Appendix 34)**

A report of the Chair of the Planning and Transportation Officer Executive Group was submitted.

T Magrath reminded the Sub-Committee that previously the "Quick Wins" programme had been funded through the Bus Showcase budget but that this was not available on this occasion and, therefore, there was a need to indentify appropriate sources of funding. He queried as to whether the proposed "Quick Wins" programme should concentrate on the Black Country initially or whether a West Midlands wide approach should be adopted. The Chairman, Councillor J McNicholas, suggested that it would be more appropriate for a West Midlands wide programme to be produced and suggested that it could include those schemes which had not been progressed under the previous programme.

58

Resolved:-

(i) That the principle of a "Quick Wins" programme enabling minor highway improvements to improve traffic flows be supported in principle;

(ii) That the Officer Executive Group (OEG) be requested to report further with a proposal for consideration at a future meeting of the Sub-Committee.

**Rail Update (Appendix 35)**

A report of the Chair of the Planning and Transportation Officer Executive Group was submitted.

59

Resolved:-

That the progress on rail items be noted.

**Greater Birmingham and Solihull Local Enterprise Partnership – Growth White Paper (Appendix 36)**

(In accordance with Section 100B (4) of the Local Government Act 1972, the Chairman admitted this item as an urgent matter.)

A report of the Chair of the Planning and Transportation Officer Executive Group was submitted.

60

Resolved:-

(i) That the Growth White Paper be received and noted;

(ii) That paragraph 4.2 of the report be used to provide to provide the basis of a response to the Greater Birmingham and Solihull Local Enterprise Partnership;

(iii) That the draft response detailed at Appendix 1 to the report considered by the ITA Policy and Strategy Committee on 5 November 2012 be noted.