



# AGENDA

No.	Item	Presenting	Pages	Time
<b>Meeting business item</b>				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) of £40 (hospitality).	Chair	None	
3.	Chair's Remarks	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 8	
5.	Matters Arising	Chair	None	
6.	Correspondence/ Petitions	Chair	None	
7.	Presentation : Third Generation Trams	Chris Haworth	9 - 28	
8.	Rail Business Report	Tom Painter	29 - 40	
9.	Publication of 2018/19 English National Concessionary Travel Scheme & accompanying reimbursements Arrangements	Matt Lewis	41 - 42	
10.	Presentation : Swift Delivery Update	Matt Lewis	None	
11.	Finance and Performance Lead Member Report	Chair	To Follow	
12.	Rail and Metro Lead Member Report	Cllr. Horton	43 - 46	
13.	WMCA Update -Transport Reports For Information Only (to be advised on 2 February)	Steve McAleavy	None	
14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 1 February 2018.		None	

15.	Questions To consider any questions submitted by the deadline of 12 noon on 1 February 2018 for written questions and 12 noon on 2 February 2018 for oral questions.		None	
16.	Forward Plan	Chair	47 - 50	
17.	Date of Next Meeting - 5 March 2018		None	

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## WEST MIDLANDS COMBINED AUTHORITY

### Transport Delivery Committee

Monday 8 January 2018 at 1.00 pm

#### Minutes

#### Present

Councillor Richard Worrall (Chair)	Walsall Metropolitan Borough Council
Councillor Phil Davis (Vice-Chair)	Birmingham City Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Mohammed Hanif	Dudley Metropolitan Borough Council
Councillor Kath Hartley	Birmingham City Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Roger Horton	Sandwell Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Judith Rowley	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Daniel Warren	City of Wolverhampton Council
Councillor David Welsh	Coventry City Council

#### Item No.

#### 80. Apologies for absence

Apologies for absence were received from Councillors Fazal and Sidhu.

#### 81. Chair's Remarks

The Chair wished everyone a happy New Year.

#### 82. Minutes of the meeting held on 4 December 2017

The minutes of the meeting held on 4 December 2017 were agreed and signed by the Chair as a correct record.

#### 83. Matters Arising

- (i) Chair's Remarks - Member Visit to CCTV Centre – (*minute no.66 refers*). The Chair reported that a member visit to the CCTV Centre could be arranged for the next meeting on 5 February.
- (ii) Chair's Remarks- Baby on Board Scheme (*minute no.66 refers*)  
In response to an enquiry from Councillor Huxtable as to whether the scheme could be extended to parents with pushchairs, Laura

Shoaf reported that feedback would be provided to TDC members in due course.

- (iii) West Midlands Cycling Charter Progress – (*minute no. 72 refers*)  
In relation to an enquiry from Councillor Rowley as to whether the role of a Cycling and Walking Commissioner had been progressed, The Managing Director, TfWM, Laura Shoaf, reported that the West Midlands Mayor was considering all possible options regarding the promotion of cycling and walking including Cycling and Walking Champions to encourage wider support and had not yet agreed how to take this forward. The Chair added that he had not yet invited the Mayor to attend a TDC meeting but considered the Mayor could be asked to report back on cycling issues. Councillor Huxtable added that this could also be extended to health issues such as congestion and air quality.
- (iv) WMCA Update- Transport Reports for information (*minute no. 75 refers*). In relation to the Wednesbury to Brierley Hill Metro report and an enquiry from Councillor Stanley as to whether the line would be able to accommodate heavy rail in the future, Phil Hewitt reported that the line would be able to accommodate heavy rail and any upgrades would be made in accordance with Network Rail standards.
- (v) Question – Relating to the retention of an original Midland Metro tram (*minute no.77 refers*).Councillor Davis reported that Birmingham Museum Trust had expressed an interest in having a tram for conservation purposes and thanked Phil Hewitt for taking this forward. Phil Hewitt reported that tram no.11 would hopefully be delivered to the Trust within the next few weeks.

**84. Correspondence/ Petitions**

Councillor Huxtable submitted two petitions regarding the number 27 bus service in respect of Kings Heath and Maypole.

**85. Metro Investment Programme**

The committee considered a report of the Metro Programme Director that informed them on matters relating to the Metro Investment Programme in the West Midlands.

The report provided a brief overview of the main activities of the Metro team across the Metro programme and the actions being taken to manage the principal risk/issues and opportunities that have arisen.

The Metro Programme Director, Phil Hewitt, outlined the key highlights of the report and responded to questions from the committee.

In relation to an enquiry from Councillor Warren regarding the Wolverhampton City Centre Metro Extension and the implications for bus services when the bus station needs to close, to accommodate works for the Metro, Jon Hayes,

Head of Network Development, reported that some buses would need to use the ring road although National Express was mapping bus services and TfWM would look to try and manage some services into the bus station during the period of works to minimise disruption.

Councillor Warren asked that all Wolverhampton Councillors be informed of the changes and any disruptions to bus services in Wolverhampton.

Phil Hewitt reported that the City of Wolverhampton are coordinating information with the Wolverhampton Interchange Programme Steering Group.

In relation to an enquiry from Councillor Huxtable regarding the Birmingham Eastside Metro Extension and whether TfWM has taken into account the Commonwealth Games to bring forward the start date for passenger services, Phil Hewitt advised that the Midland Metro Alliance (MMA) is giving consideration to the matter but bringing the date forward was dependent on TfWM being granted the necessary powers from Government as well as the interface with HS2 as to whether this would be possible.

In relation to a request from Councillor Akhtar for further information on the Very Light Rail Centre in Dudley, Phil Hewitt reported that he would arrange for a presentation to be given on the subject at a future committee meeting.

Resolved: That the report be noted.

#### **86. Financial Monitoring Report**

The committee considered a report of the Director of Finance that set out the financial position as at 30 November 2017 for the financial year 2017/18.

The Head of Finance and Business Planning, Linda Horne, outlined the key highlights in the report.

Resolved:

1. That the year to date net revenue expenditure for 2017/ 18 shows a favourable variance of £3.8m compared to budget and a full year forecast variance of £5.7m following the second re-forecast of the year be noted;
2. That the total capital expenditure to the end of November 2017 within the overall transport programme was broadly in line with budget, showing a 4 % variance (£1.4m) be noted and
3. That the treasury indicators are within the expected range and there are no issues to highlight be noted.

#### **87. Presentation : Draft Transport Budget 2018/19**

The Head of Finance and Business Planning, Linda Horne, presented an overview of the draft 2018-19 budget, this included the transport revenue budget (levy), TfWM Capital Programme and the overall budget timetable.

In relation to the recent introduction of a pre-9.30am £1 bus fare for concessionary pass holders and an enquiry from Councillor Rowley as to whether this would increase patronage or impact on the budget, Linda Horne advised that it was difficult to gauge the impact on patronage but the new fare would not have a significant impact on the financial position for concessionary fare reimbursement.

Councillor Rowley further enquired whether there were any plans to extend the arrangements to tram.

The Director of Transport Services, Steve McAleavy, reported that the tram was not part of the English National Concessionary Travel Scheme. Phil Hewitt reported that this was a matter for the tram operator to consider and would be a matter for TfWM in the future.

In relation to an enquiry from Councillor Stanley as to whether the draft budget included financial information on TfWM taking Metro operations in-house later this year, Linda Horne advised that the information would be included in a future report.

In relation to the process for this committee to submit comments on the draft Transport Budget to the WMCA's Overview and Scrutiny Committee on 30 January 2018, the Chair reported that the Finance and Performance Lead Member Group would consider a response at a meeting next week, before finalising a response on behalf of TDC with the Vice-Chair's, Councillors Davis and Huxtable.

The committee endorsed this approach.

Resolved:

- (1) That the draft 2018/19 Transport Budget be noted and
- (2) That the process for this committee submitting a response to the WMCA Overview and Scrutiny Committee on 30 January 2018 be agreed.

#### **88. Capital Programme Delivery Monitoring Report**

The committee considered a report of the Head of Programme Delivery that provided an update in monitoring progress on the approved TfWM led 2017/18 programme and projects.

The Rail Development Manager, Richard Booth, presented in the report.



In relation to an enquiry from Councillor Huxtable, regarding the network wide park and ride enhancements that would be made to the five remaining sites and which sites the enhancements related to, Richard Booth undertook to find out and to respond to Councillor Huxtable.

Resolved:

- (1) That the achievements since the November 2017 meeting of the Transport Delivery Committee be noted;
- (2) That the progress of deliverables under the 2017/18 Capital Programme be noted and
- (3) That there are no variations from the baseline programme in this reporting period be noted.

**89. Bus Station Departure Charges**

The committee considered a report of the Operations Manager (Customer Facilities) that advised the committee of the increase to bus station departure charge rates that would be applied in 2018/19, effective from 1 May 2018.

The Operations Manager (Customer Facilities), Andy Thrupp outlined the report and advised that Transport for the West Board (TfWM) had considered the options for bus station departure charge at its meeting on 11 December 2017 and had agreed an average of 2% increase. The increase would result in a projected overall cost recovery rate of 59.25 %.

Councillor Welsh commented that he was concerned that the increase in bus station departure charges would discourage bus operators from using the bus station and enquired whether there was a better way of funding bus stations.

Councillor Lal enquired what action TfWM was taking to increase the recovery rate of bus station departure charges and how the organisation sought to persuade operators to use the bus stations.

Andy Thrupp explained that bus station departure charges take into account the operational costs of each interchange and that TfWM tries to be reasonable in setting the charges for operators. He advised that TfWM seeks to reduce the operational costs by obtaining commercial income from bus stations tenants and vending machines for example. He added that bus stations serve as a customer and community based facility and were not run as profit making entity.

In relation to the strategy for recovering bus station departure charges, Andy Thrupp advised that this was agreed six years ago and the TfWM would be undertaking a review of the policy.

Councillor Welsh asked if committee members could be provided with information as to what is happening in respect of their local bus station as he felt the bus station at Coventry was not being fully utilised by bus operators.

Andy Thrupp undertook to provide the information requested by Councillor Welsh.

Resolved: That the level of bus station departure charge rates for 2018/19 as approved by Transport for the West Midlands Board on 11 December 2017 be noted.

**90. Safe and Sustainable Travel Portfolio Summary - Lead Member Report**

The committee considered a report of the Sustainable Travel Manager that provided an update on the work of the Safe and Sustainable Travel Lead Member Group for the municipal year 2017-18.

The Lead Member for Safe and Sustainable Travel, Councillor Holl-Allen outlined the key highlights of the report.

In relation to an enquiry from Councillor Horton as to whether the reduction in police numbers had impacted on the work of the Safer Travel Partnership to respond across the West Midlands, Steve McAleavy advised that the Safer Travel Police Team was different and as a team they were currently extending their working hours.

Resolved: That the report be noted.

**91. Bus Alliance Update**

The Committee considered a report of the Network Development Manager that provided an update on matters relating to the governance, operation, delivery and performance of the West Midlands Bus Alliance.

The Network Development Manager, Edmund Salt, outlined the key highlights of the report.

In relation to an enquiry from Councillor Huxtable for further information relating to the South Birmingham highway mitigation and NPIF2, Edmund Salt undertook provide the information following the meeting.

Resolved: That the content of the report and the current status of the West Midlands Bus Alliance be noted.

**92. Wolverhampton Advanced Quality Bus Partnership - Approval to start formal consultation**

The committee considered a report of the Network Development Manager that sought approval of the start of the formal consultation on the Wolverhampton City Centre Advanced Quality Bus Partnership and outlined the process involved.

The Network Development Manager, Edmund Salt, presented the report and responded to questions from the committee.

Councillor Rowley reported that she noted the success of the two previous partnership schemes in Birmingham and Solihull and enquired whether the

powers pertaining to the proposed scheme would result in better standards for Wolverhampton.

The Head of Network Development, Jon Hayes, reported that whilst the enforcement of powers would still rest with the Traffic Commissioner, the advanced quality partnership has a more formal process of enforcement that should result in better standards of enforcement.

In relation to the proposed passenger assistance standards (for drivers) outlined in the scheme, Councillor Rowley considered this should be extended to passengers with sensory disabilities and those with hidden disabilities. She added that in relation to customer care, drivers have a duty of care to take passengers as close as possible to their end destination especially in the event of any road closures or diversions as passengers need to need know where they are.

Jon Hayes thanked Councillor Rowley for her comments and reported that the section on passenger assistance would be reviewed for those with sensory disabilities and hidden disabilities. In relation to customer care and drivers ensuring passengers reach their end destination, in the event of a bus route diversion, Jon Hayes reported that he would look to refer to the matter to the Bus Alliance in seeking guidance on delivering customer care standards.

In relation to an enquiry from Councillor Welsh as to when Coventry could expect to be part of an Advanced Quality Bus Partnership, Jon Hayes reported that consideration was being given to Coventry and prioritisation for taking forward a partnership was in accordance with the investment in infrastructure as there would need to be advantages for bus operators.

Resolved: That approval be given to start the formal consultation on the Wolverhampton City Centre Advanced Quality Bus Partnership.

**93. Network Disruption Report**

The committee considered a report of the Director of Transport Services that informed them of the impact on public transport as a consequence of the severe weather in December 2017 and the efforts taken to deal with the issues including data from TfWM's media channels.

The Director of Transport Services, Steve McAleavy, outlined the report and highlighted the action taken by TfWM from 7<sup>th</sup> to 12<sup>th</sup> December 2017 and how it engaged with customers via various communication channels during the period of severe winter weather.

Resolved: That the report be noted.

**94. Putting Passengers First Portfolio Summary - Lead Member Report**

The committee considered a report of the Head of Customer Services that reported on progress for the Putting Passengers First Lead Member Group since the start of the 2017-18 municipal year.

The Lead Member for Putting Passenger First, Councillor Hartley, outlined the report and advised the committee that a list would be compiled of all transport events and activities and invitations would be sent to all TDC members if there was the opportunity for members to attend or take part.

Resolved: That the report be noted.

**95. Notices of Motion**

None submitted.

**96. Questions**

None submitted.

**97. Forward Plan**

The committee considered a report on agenda items to be submitted to future meetings.

Resolved : That the report be noted.

**98. Date of Next Meeting - Monday, 5 February 2018, 1.00 pm**

The meeting ended at 3.10pm.

DRAFT

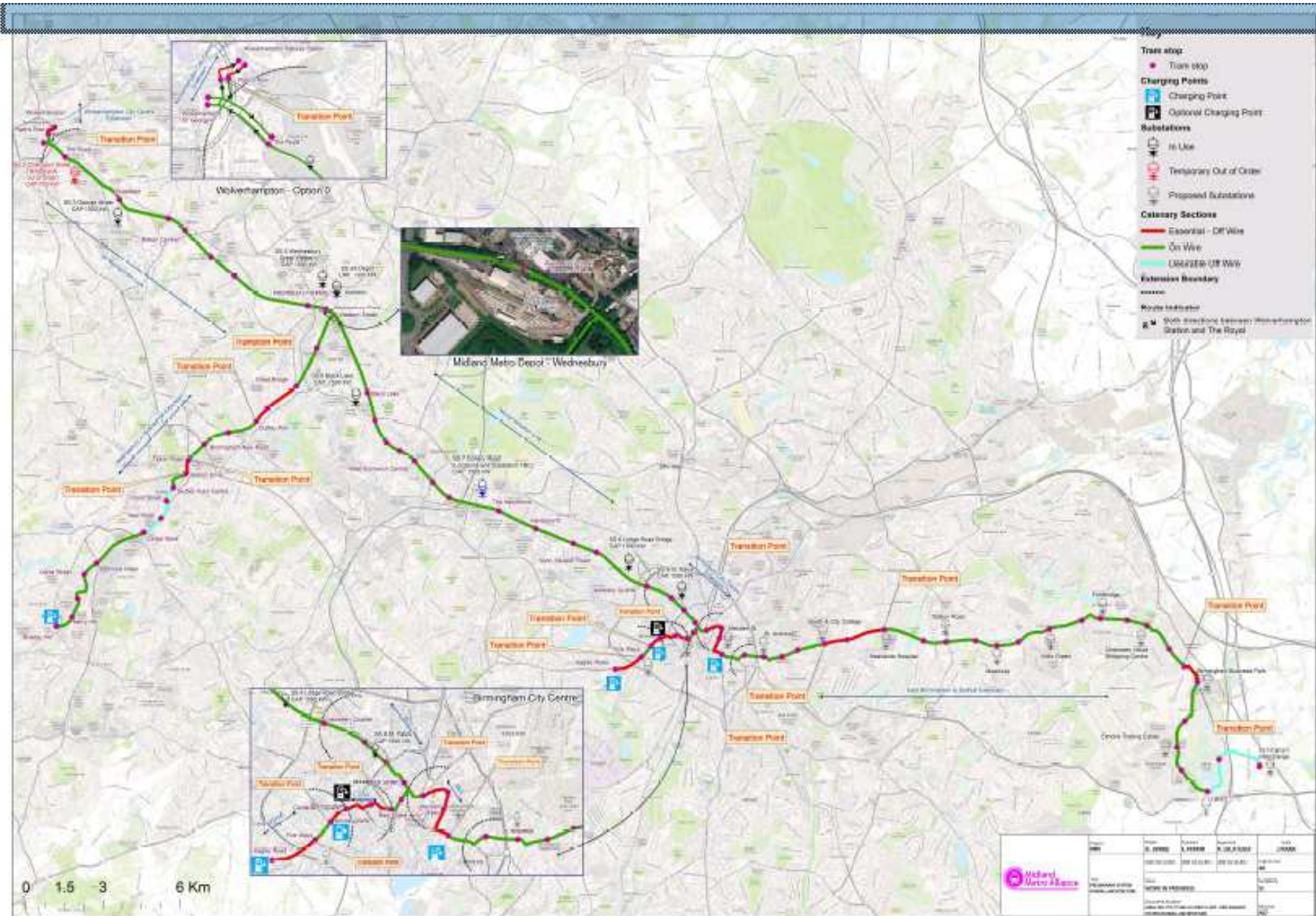
# Third Generation Trams

TDC – Monday 5<sup>th</sup> February 2018

# Third Generation Trams Overview

- Plan of Proposed Routes
- Phasing and anticipated passenger service patterns
- Initial assessment of the number of new trams required
- 3G Tram procurement and manufacture outline schedule

# Plan of Proposed Routes



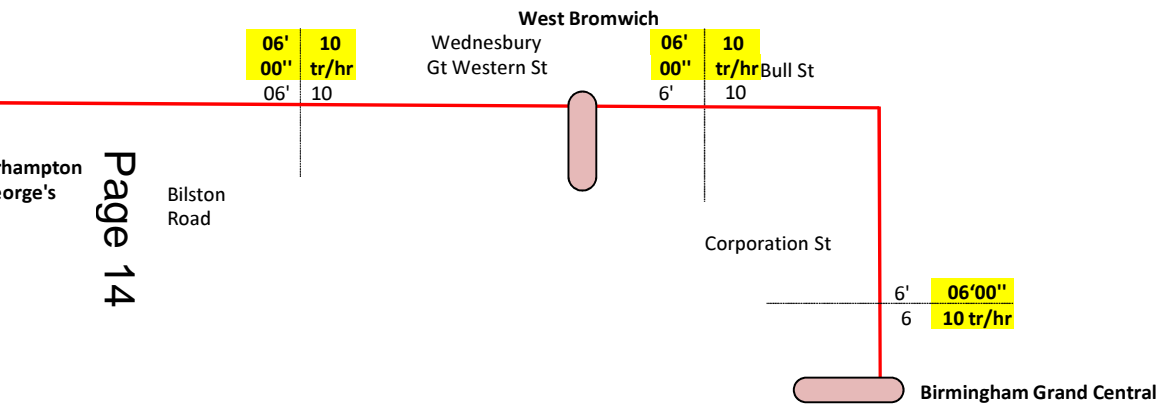


# Phasing and Anticipated Service Patterns

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# Current System

- Grand Central
- Peak Vehicles Required : 15

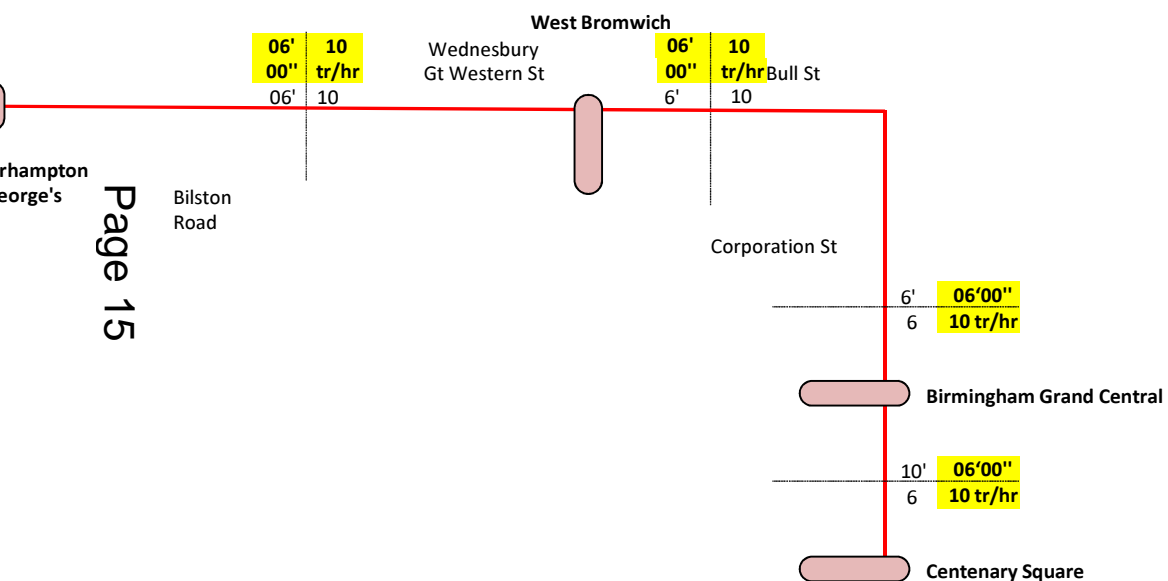


Average Headways Train Services / Hour	
15'00"	= 4 tr/h
10'00"	= 6 tr/h
6'00"	= 10 tr/h
5'00"	= 12 tr/h
3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017	
1	Wolverhampton St George's    Birmingham Interchange

# Phase 1 Centenary Square

- CSQ – June 2020
- Peak Vehicles Required : 17

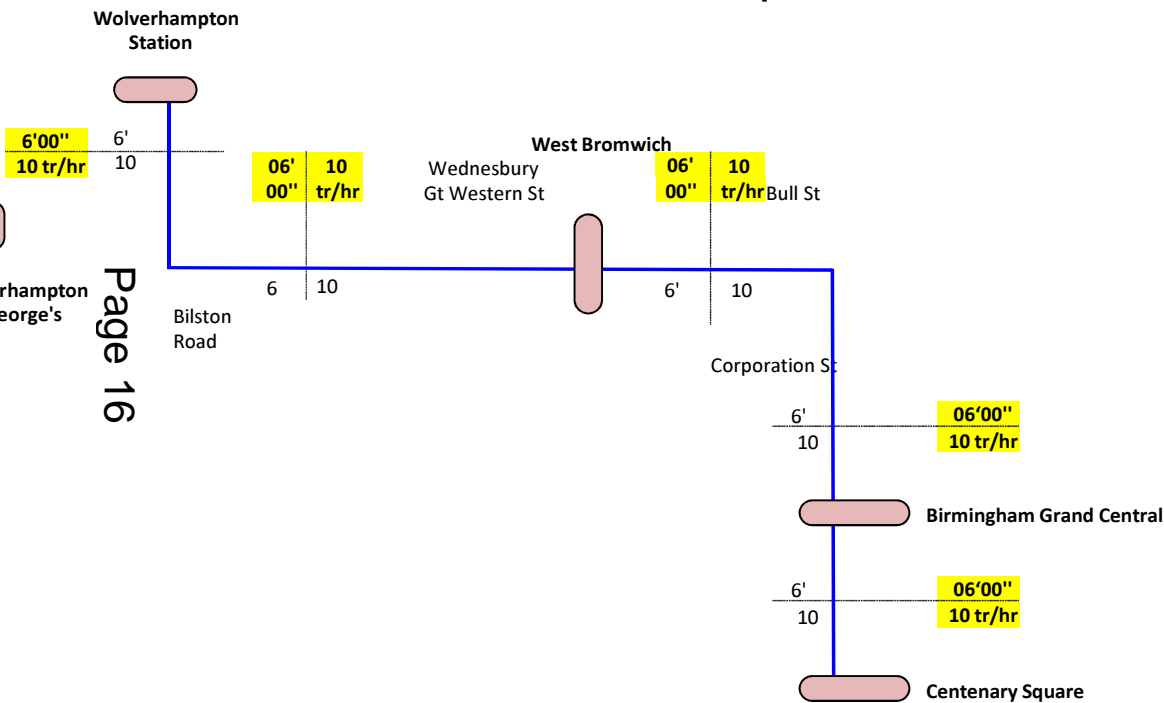


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5'00"	= 12 tr/h
3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	Centenary Square

# Phase 2 Wolverhampton City Centre

- WCCE – August 2020
- Peak Vehicles Required : 18

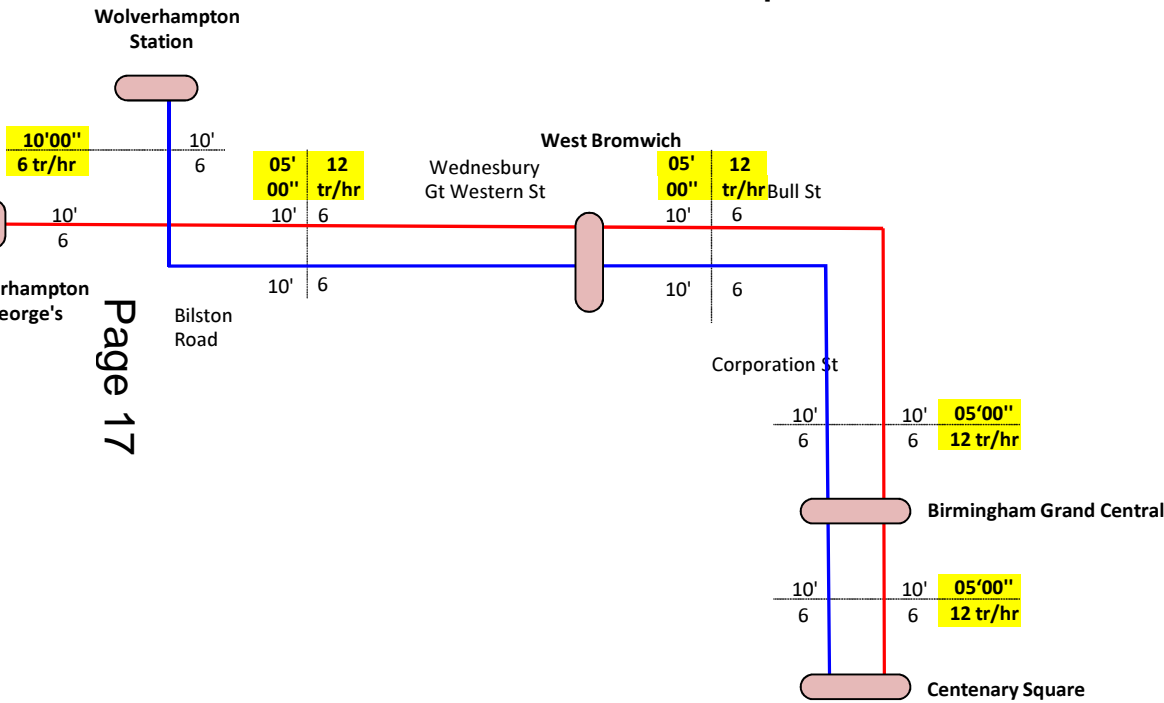


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SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
2	Wolverhampton Station	Centenary Square

# Phase 2 Wolverhampton City Centre (Option 2)

- WCCE – August 2020
- Peak Vehicles Required : 21

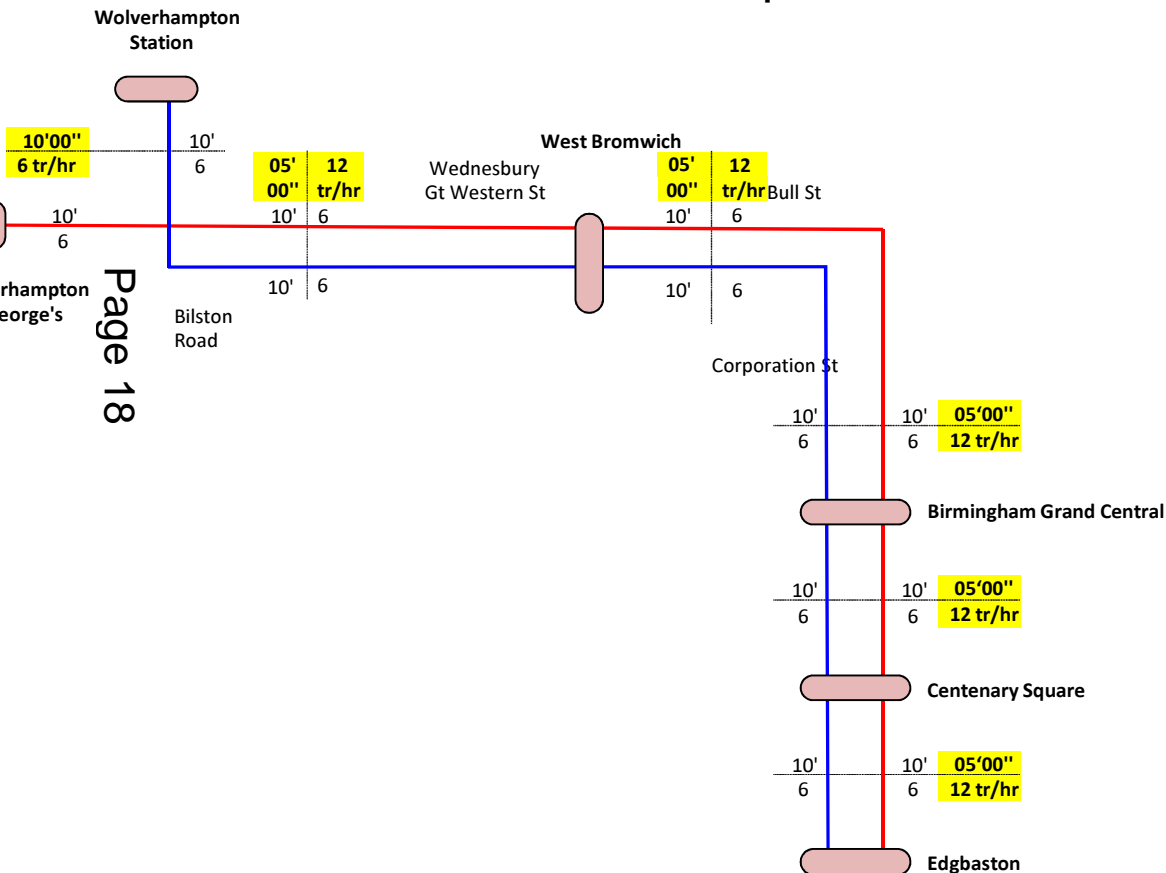


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3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	Edgbaston
2	Wolverhampton Station	Edgbaston

# Phase 3 Edgbaston

- EDGE – December 2021
- Peak Vehicles Required : 24

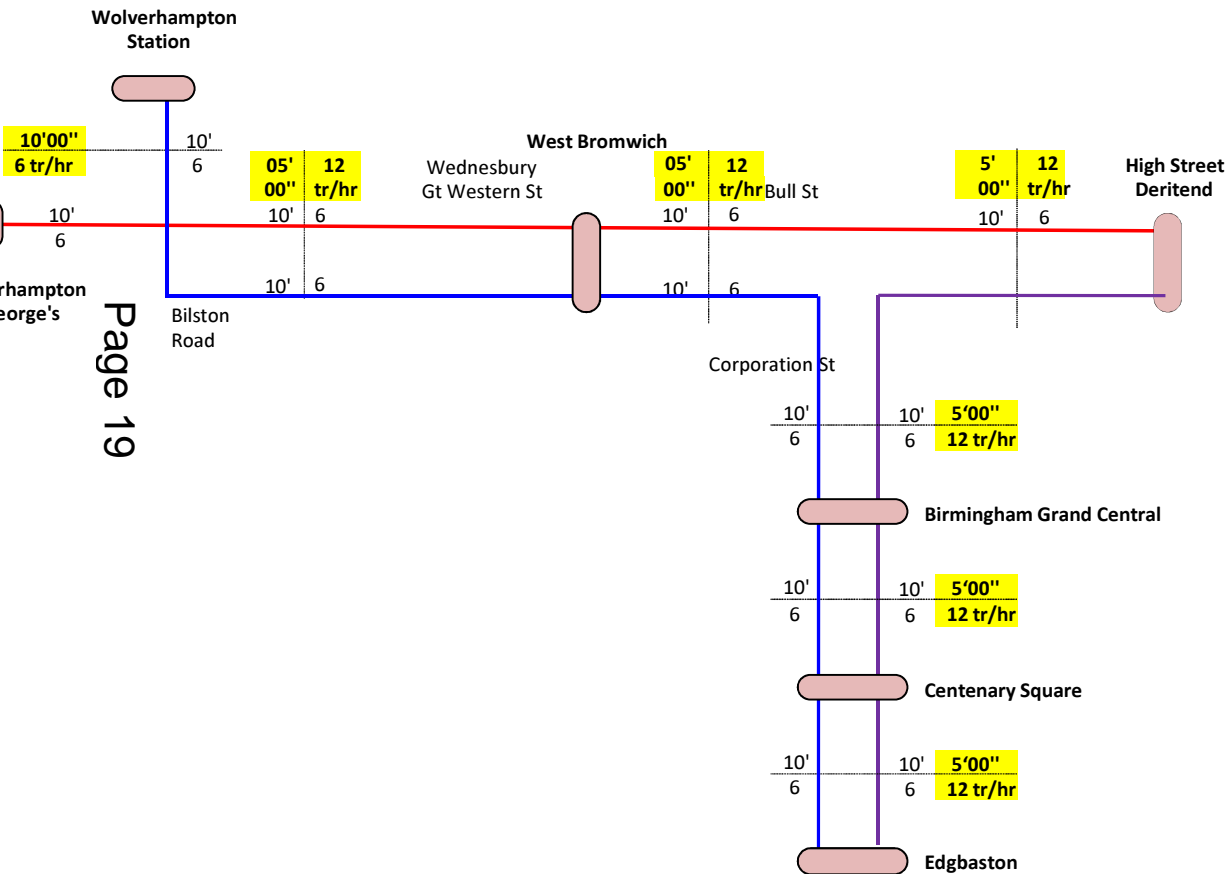


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5'00"	= 12 tr/h
3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	Edgbaston
2	Wolverhampton Station	Edgbaston

# Phase 4 High Street Deritend

- BEE – November 2022
- Peak Vehicles Required : 27

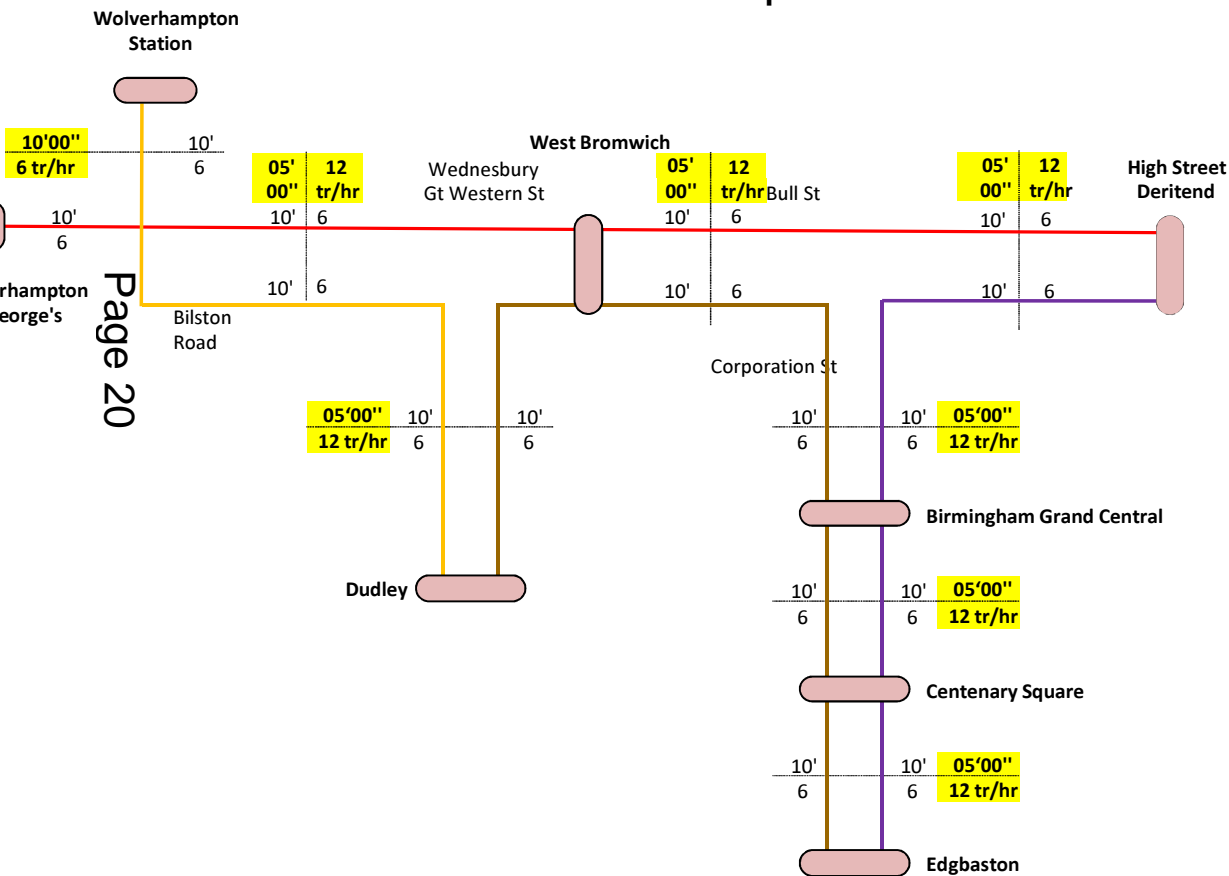


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3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	High Street Deritend
2	Wolverhampton Station	Edgbaston
6	Edgbaston	High Street Deritend

# Phase 5 Dudley Centre

- WBHE (D) – March 2023
- Peak Vehicles Required : 35



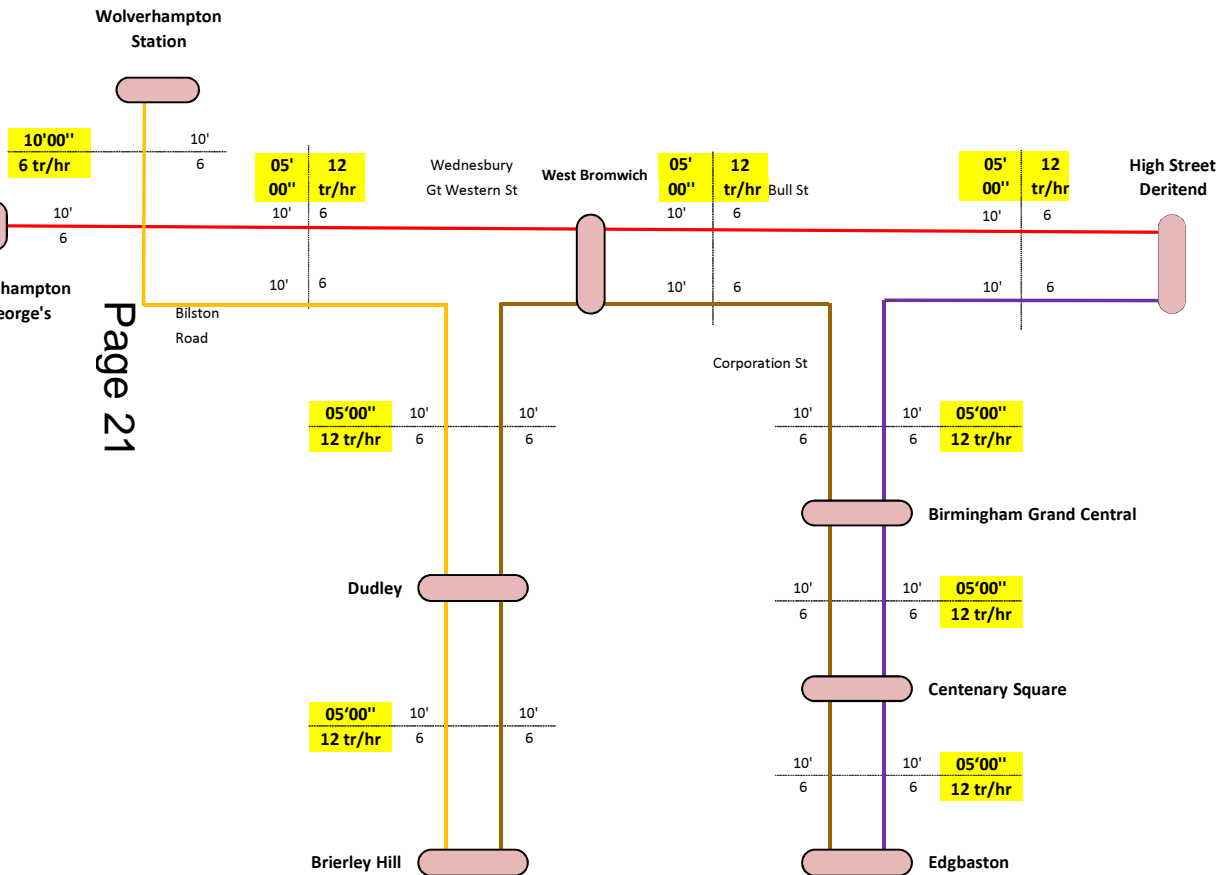
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3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	High Street Deritend
3	Wolverhampton Station	Dudley
5	Dudley	Edgbaston
6	Edgbaston	High Street Deritend



# Phase 6 Brierley Hill

- WBHE (BH) – October 2023
- Peak Vehicles Required : 41

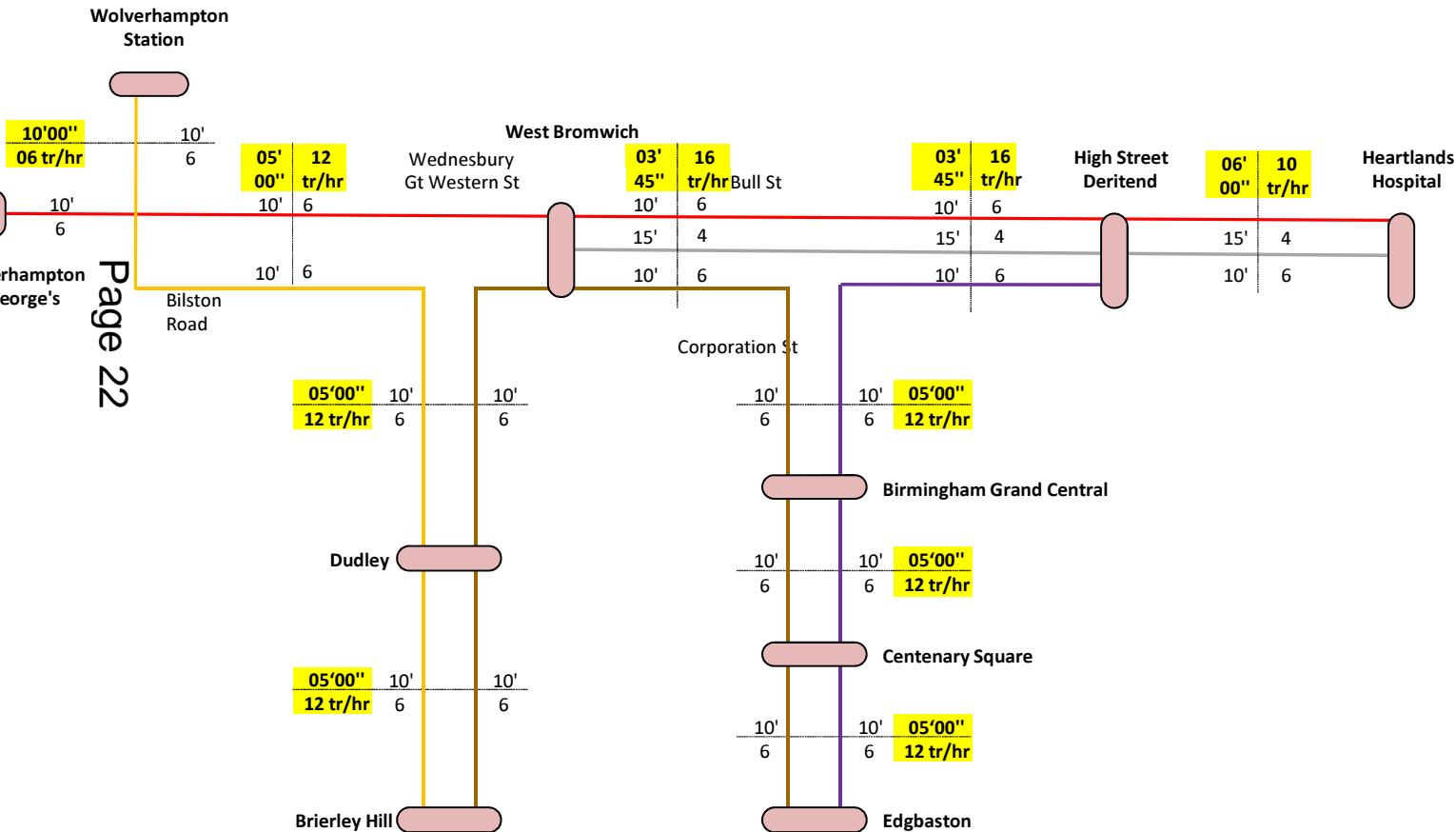


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3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	High Street Deritend
3	Wolverhampton Station	Brierley Hill
5	Brierley Hill	Edgbaston
6	Edgbaston	High Street Deritend

# Phase 7 Heartlands Hospital

- EBS (HH) – July 2025
- Peak Vehicles Required : 49

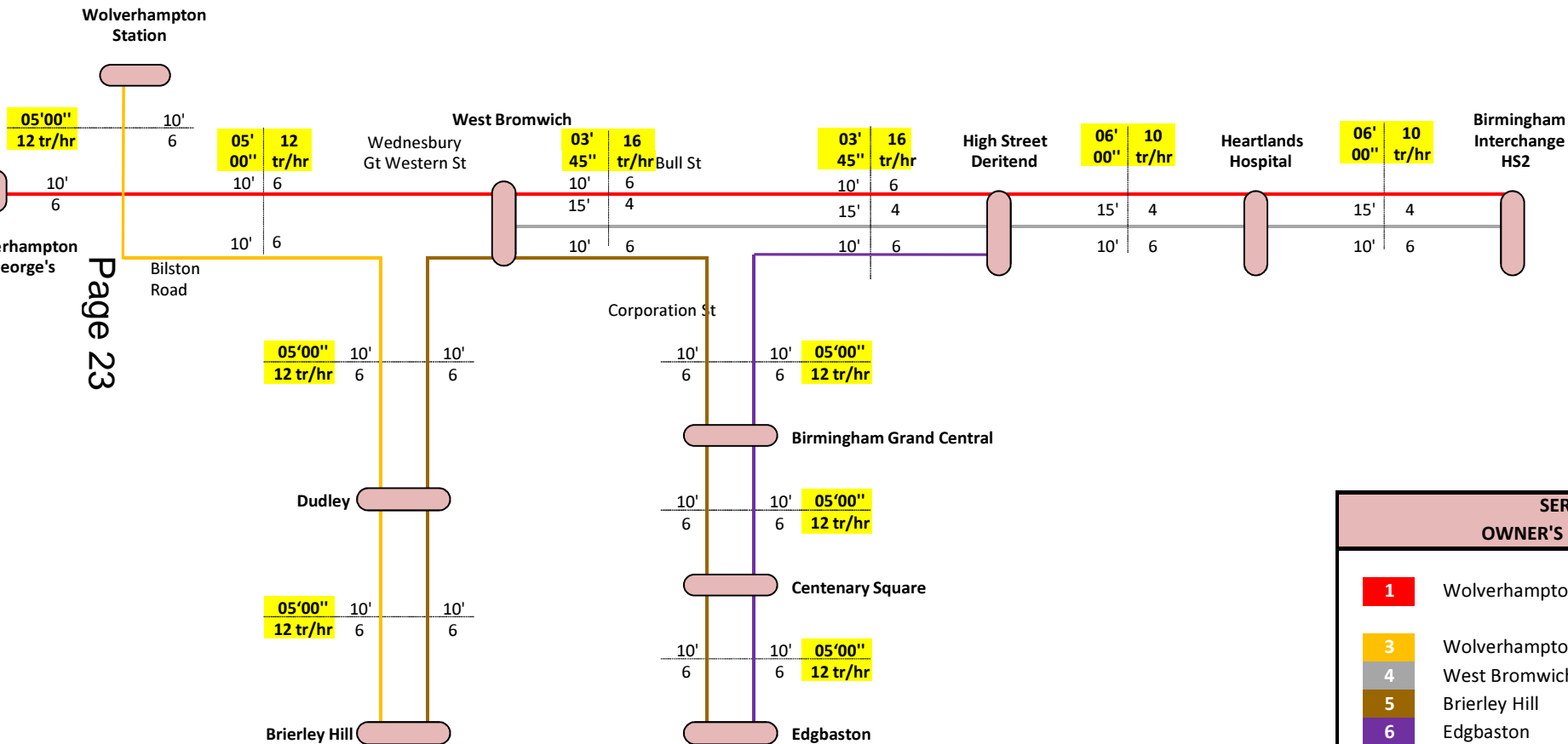


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5'00"	= 12 tr/h
3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	Heartlands Hospital
3	Wolverhampton Station	Brierley Hill
4	West Bromwich	Heartlands Hospital
5	Brierley Hill	Edgbaston
6	Edgbaston	High Street Deritend

# Phase 8 Birmingham Interchange

- EBS (BI) – December 2026
- Peak Vehicles Required : 62



Average Headways Train Services / Hour	
15'00"	= 4 tr/h
10'00"	= 6 tr/h
6'00"	= 10 tr/h
5'00"	= 12 tr/h
3'20"	= 18 tr/h
2'30"	= 24 tr/h

SERVICE PATTERN ASSUMPTION OWNER'S LONG TERM ASPIRATION - 06.11.2017		
1	Wolverhampton St George's	Birmingham Interchange
3	Wolverhampton Station	Brierley Hill
4	West Bromwich	Birmingham Interchange
5	Brierley Hill	Edgbaston
6	Edgbaston	High Street Deritend

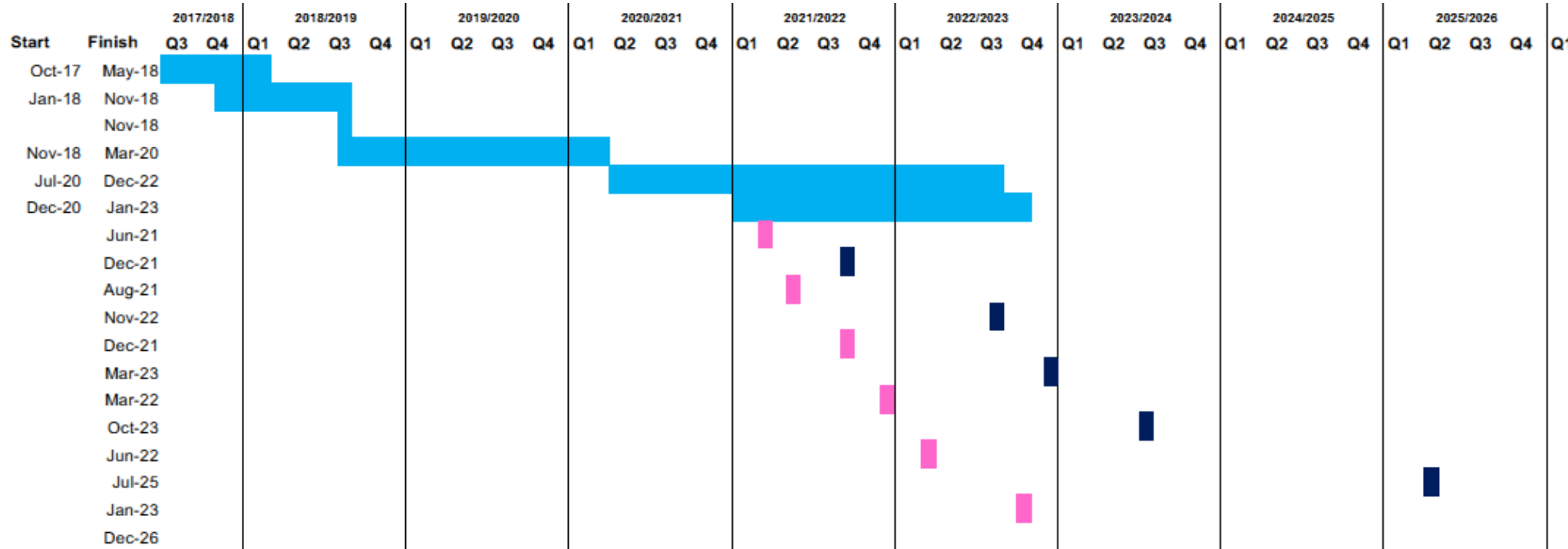
	Line 1 and Birmingham City Centre Extension	Centenary Square Extension – CSQ	Wolverhampton Extension – WCCE	Edgbaston Extension – EDGE	Birmingham Eastside Extension – BEE	Wednesbury Brierley Hill Extension – WBHE	East Birmingham to Solihull Extension –
of on	21km	0.84km of twin track	0.70km of twin and single track	1.35km of twin track	1.70km of twin track	11.50km of twin track	16.50km
of y free s	None	0.84km	0.70km	1.00km	1.20km	3.16km	2.00km
r of	26	2	2	3	4	17	26
d date ration	Operational	June 2020	August 2020	December 2021	November 2022	Wednesbury to Dudley Town Centre – March 2023 Dudley Town Centre to Brierley Hill – October 2023	High Street De to Heartlands – July 2025 Heartlands Ho Birmingham Interchange – December 202
r of g	None	Centenary Square – TBC	None	Brindley Place and Hagley Road	High Street Deritend	Brierley Hill	None
f ss	Operational	Construction started	Construction started	End of preliminary design	Start of preliminary design in December 2017	Preliminary design	Preliminary de
of	N/A	Powers granted under 2005 and 2016 Order	Powers granted under 2016 Order	Powers granted under 2005 Order Edgbaston Extension Land Acquisition decision expected Q1 2019	Birmingham Eastside Extension Order decision expected Q4 2018	Powers granted under 2005 Order Wednesbury to Brierley Hill Land Acquisition Order due to be submitted December 2017	East Birmingham Solihull Extens Order due to b submitted Dec 2018
of g	N/A	Funding secured	Funding secured	Funding secured	Funding secured	Funding partially secured	Funding partia secured
r of ms d	None	None	None	6	3	9 to Dudley 7 to Brierley Hill	8 to Heartland Hospital 15 Birmingham Interchange
ize	21	21	21	27	30	39 to Dudley 46 to Brierley Hill	54 to Heartlan Hospital 69 to Birmingh Interchange

# 3G Tram procurement and manufacture outline schedule

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**WEST MIDLANDS**  
COMBINED AUTHORITY

## Transport Delivery Committee

<b>Date</b>	5 February 2018
<b>Report title</b>	Rail Business Report
<b>Accountable Director</b>	Malcolm Holmes, Director of Rail, Transport for West Midlands  Email <a href="mailto:malcolmholmes@westmidlandsrail.com">malcolmholmes@westmidlandsrail.com</a> Tel 0121 214 7058
<b>Accountable Employee</b>	Tom Painter, Head of Franchise Management  Email <a href="mailto:tompainter@westmidlandsrail.com">tompainter@westmidlandsrail.com</a> Tel: 07432104161
<b>Report to be/has been considered by</b>	Councillor Roger Horton – Lead Member Rail and Metro

### Recommendation(s) for action or decision:

#### The Transport Delivery Committee is recommended to:

- **Note the content of the report**

#### 1.0 Purpose

To provide an update relating to the performance, operation and delivery of rail services in the West Midlands including on rail operator partnership agreements and West Midlands Rail (WMR) activity.

#### 2.0 Section A – Background

2.1 Transport for West Midlands (TfWM) and West Midlands Rail currently work to influence the management and delivery of rail services and projects.

2.2 This report provides a summary of rail activity in the TfWM and wider WMR areas between November 2017 and January 2018.

### **3.0 Section B – Rail Reorganisation**

3.1 November saw the implementation of the merger between the TfWM and WMR rail teams. As mentioned in November's report, the new organisational arrangements have been designed to ensure that there is the right focus on day to day rail operations, including the management of the new West Midlands franchisee, and also on rail strategy, development and project delivery. An organisation chart can be found in Appendix A.

### **4.0 Section C – West Midlands Franchise**

4.1 The new West Midlands Franchise commenced on Sunday 10<sup>th</sup> December, bringing to a conclusion the procurement process that began more than two years ago.

4.2 The occasion was marked by a launch event at Birmingham Snow Hill on Monday 11<sup>th</sup> December. The guests of honour included Mayor of the West Midlands Andy Street, Paul Maynard, the Under Secretary of State for Transport together with the UK Ambassadors from both The Netherlands and Japan. The event was also the scene for the unveiling of the first train in the new West Midlands Railway livery. This brand – owned by West Midlands Rail – will be rolled out across the West Midlands Business Unit by autumn 2019 (for stations) and March 2019 (for trains). An image of the new livery at Snow Hill station on launch day can be found in Appendix B.

4.3 The senior management team for West Midlands Trains was announced on 21<sup>st</sup> November 2017. The new operator is led by Jan Chaudhry-van der Velde, who was previously the Managing Director of the Merseyrail concession. He is supported by a mix of new appointments and former London Midland staff.

4.4 Two new positions have been created within the West Midlands Trains top team. These are the West Midlands and West Coast Customer Service Director positions. These posts reflect the two business units within West Midlands Trains. Richard Brooks, the former London Midland Commercial Director, has taken on the role of West Midlands Customer Service Director, covering the area in and around Birmingham, and will work closely with West Midlands Rail and the West Midlands Combined Authority.

4.5 Undertaking Richard's equivalent role for the West Coast part of the franchise will be Andrew Conroy. Prior to taking up this role, Andrew was part of the WMT mobilisation team, and previously served as Customer Service Director for East Midlands Trains.

4.6 Ahead of the launch event, West Midlands Trains Ltd. attended the December meeting of TDC to provide members with full details of the franchise. This took

place on the same day as an event to celebrate the success of the Partnership Agreement with the outgoing Franchisee, London Midland.

## **5.0 Section C – Projects Update**

### **5.1 Park & Ride**

Park and Ride projects are progressing as outlined in the October full report to the committee. TfWM is currently recruiting into specific roles dedicated to Park and Ride development in order to provide more resources to support this important area of activity.

### **5.2 Longbridge**

The TfWM project to construct a multi-storey park and ride and the separate London Midland/Network Rail project to refurbish the station are both anticipated to enter delivery phase in Spring/Summer. The project is seeking approval for the contract letting at WMCA Board on 9 February. This will also confirm the proposal to introduce a charge for parking which is necessary to fund the capital borrowing needed to maximise the capacity we are able to provide at the station.

### **5.3 University**

A Network Rail GRIP3a report into the options for redeveloping University Station has been received. The specifications for stages of work are currently being finalised with a view to procuring the next phases of development activity. Significant engagement with project partners continues, as does work on a funding strategy.

### **5.4 Perry Barr**

TfWM has initiated a major project to rebuild Perry Barr station which will need to be significantly upgraded in order to support the Commonwealth Games (the main Games Village is being constructed next to the station). We are scoping out the development activity needed to drive this forward and will commission GRIP1-3 work shortly.

### **5.5 Snow Hill New Entrance**

We are actively taking forward the project to create a new entrance to Snow Hill station adjacent to the St Chads metro stop lift/stairs on Great Charles Street Queensway. This will both create significantly improved interchange between rail and metro at Snow Hill, but will also improve the wider access to the station. The previous project that was developed as part of the wider Birmingham City Centre Extension is being reviewed and it is hoped that this can be taken forward quite quickly.

## 5.6 **Bromsgrove**

An updated contractual agreement was agreed with West Midlands Trains Ltd. in time for the start of the new Franchise. This should see the quality of customer service offered at the station increase, whilst at the same time reducing WMCA's costs and liabilities.

## 6.0 **Section D – West Midlands Trains Franchise**

6.1 On 10<sup>th</sup> December West Midlands Trains Ltd took over from London Midland as the operator of the West Midlands Franchise. At the time that this report was published, the new Franchise had only been in existence for six weeks. However, a number of Franchise commitments have already been discharged. These include new apps and websites, more generous delay-repay, and the rebranding of Snow Hill station.

6.2 The next few months will be a particularly busy time for West Midlands Trains. For example, they will need to introduce new uniforms and tablets for staff, develop plans for how they are going to make better use of redundant space at their stations, introduce an interim livery for trains operating in the West Midlands Business Unit, and establish a transport integration forum.

6.3 A critical milestone will be the 2<sup>nd</sup> March 2018, which is the date by which West Midlands Trains must submit their timetable for December 2018 to Network Rail. This timetable is West Midlands Trains first major opportunity to improve journey times, introduce new services, and improve punctuality. West Midlands Rail are working closely with West Midlands Trains to help them develop the timetable.

6.4 1<sup>st</sup> April 2018 is another important date, as from this day a service quality regime will be introduced across the West Midlands Business Unit. This is a mechanism to incentivise West Midlands Trains to deliver excellent customer service. It does this by monitoring and measuring the quality of service provided at stations, on trains, and in customer service. If over the course of the year the results are not at the required benchmark, West Midlands Trains will be required to make a payment into a fund that is then used to improve the customer experience.

6.5 Obligations such as the service quality regime, which effect only the West Midlands Separable Business Unit, are administered by West Midlands Rail on behalf of the Department for Transport.

## 6.6 **West Midlands Trains Performance**

Under the new Franchise regular reviews will take place to monitor the performance of West Midlands Trains services including the top ten incidents causing delays and cancellations.

6.7 Due to the timing of the this report occurring before the publication of West Midlands Trains' performance data, the table below shows only data from the final three periods of London Midland's operation.

Four weeks ending:	October (P:1807)	November (P:1808)	December (P:1809)
<b>Peak Reliability (% trains operated)</b>	<b>98.5%</b>	<b>97.7%</b>	<b>98.5%</b>
Peak Reliability (moving annual average - MAA)	98.1%	98.1%	98.2%
<b>Peak Punctuality (% 0-5 mins late)</b>	<b>77.6%</b>	<b>88.7%</b>	<b>68.8%</b>
Peak Punctuality (MAA)	82.5%	82.0%	81.7%
<b>All-day Punctuality (% 0-5 mins late)</b>	<b>97.9%</b>	<b>82.6%</b>	<b>83.0%</b>
<b>All-day Punctuality (MAA)</b>	<b>93.0%</b>	<b>93.2%</b>	<b>93.6%</b>

## 7.0 Section E – Chiltern Railways Partnership & Operations

7.1 Significant work has been undertaken to create a new format for rail partnership agreements, developed as a tri-partite agreement between the relevant train company and WMR.

7.2 The objective of the new style of partnership is to provide an agreement which:

- Better aligns with the evolving WMCA and TfWM objectives including reflecting the wider scope of the organisation under the new Mayor, Andy Street's leadership;
- Reflects the ongoing work of WMR including in developing rail strategy and managing the new West Midlands franchise;
- Acts as the delivery mechanism for the Single Network Vision, developed by WMR and TfWM as a means by which to deliver a high quality, consistent rail network across the region, and across all operators;
- Provides more detailed and specific deliverables for partners to aim to achieve in collaboration; and
- Provides an increased chance of rail industry, local authority and funding partner buy in.

7.3 The final iteration of the new format of partnership agreement is going through Chiltern's board, and is scheduled to be brought to TDC in spring 2018. It had been hoped that this could be approved at the February TDC, but staff sickness and changes in personnel have extended the timescales. Both organisations are now aiming for March.

### 7.4 Chiltern activities – Santa Train

On Saturday 16<sup>th</sup> December Chiltern operated a Santa Special between Birmingham Moor Street and London Marylebone in aid of families from

selected charities: Birmingham Children's Hospital, Charity Home-Start Banbury & Chipping Norton and Bowel Cancer UK. Filled with Christmas cheer, passengers enjoyed the presence of helpful elves, magical entertainers and a visit from Father Christmas on their journey.



Chiltern's Santa Special upon arrival at London Marylebone

#### 7.5 **Leamington Spa Station**

Warwickshire's Leamington Spa station, operated by Chiltern Railways, was recognised in Simon Jenkins' book *Britain's 100 Best Railway Stations*. Its station garden was also awarded Gold in the Heart of England Britain in Bloom competition.

#### 7.6 **Community Rail Exchange**

The achievements of the 'Friends of' groups at Solihull, Dorridge, Warwick, and Leamington Spa have prompted other community rail organisations to visit the Midlands to share best practice. Highlights for the visiting community groups included the restored waiting room at Dorridge, and the award winning station garden at Leamington Spa (see 7.5 above).

#### 7.7 **Solihull station**

TfWM, WMR, Solihull MBC, Network Rail and Chiltern Railways are working jointly to seek opportunities to make improvements to the railway station in for Solihull Town Centre. This focusses on ideas to provide a better customer experience at the station and on the walking and cycling route to the town centre. Proposals are currently being considered, and funding opportunities sought.

#### 7.8 **Chiltern Railways performance**

Tables 2- 4 demonstrate Chiltern Railways performance during periods 7 to 9.

PPM	PS TARGET %	ACTUAL %
Period PPM	94.96	92.90
PPM MAA	94.12	93.22
CHARTER	TRIGGER %	ACTUAL %
Punctuality MAA	92	92.01
Reliability MAA	99	99.46
Right Time Railway	PERIOD %	MAA %
	78.08	79.42

Table 2. Chiltern Railways performance in rail period 7

PPM	PS TARGET %	ACTUAL %
Period PPM	92.65	91.94
PPM MAA	94.08	93.13
CHARTER	TRIGGER %	ACTUAL %
Punctuality MAA	92	92.10
Reliability MAA	99	99.51
Right Time Railway	PERIOD %	MAA %
	79.61	79.09

Table 3. Chiltern Railways performance in rail period 8

PPM	PS TARGET %	ACTUAL %
Period PPM	94.96	93.40
PPM MAA	94.10	93.20
CHARTER	TRIGGER %	ACTUAL %
Punctuality MAA	92	92.21
Reliability MAA	99	99.50
Right Time Railway	PERIOD %	MAA %
	83.28	79.25

Table 4. Chiltern Railways performance in rail period 9

7.9 Performance over the autumn period was affected by a number of significant incidents, as well as the usual problems associated with leaf fall. In periods 7 and 8 major disruption was caused by freight trains breaking down on the route. Unlike on the West Coast Mainline, the Chiltern route has only two tracks for most of its duration, and so there is very little flexibility to work around any such failures. Period 9 saw a return to 95% on most days PPM, but the final score of 93.40% reflected the fact that there was a major signal failure at Oxford Parkway in the final week of the period.

## **8.0 Section F – Virgin Trains Partnership & Operations**

8.1 A draft of the new format of partnership agreement has been developed and discussed with Virgin Trains using the draft agreement previously brought to TDC as a basis. As with Chiltern Railways, we are now awaiting feedback and approval from senior officers within Virgin. This too has been delayed by staff sickness and changes in personnel. The intention is to bring the partnership agreement to the March TDC.

## **9.0 Section H – West Midlands Rail (WMR)**

9.1 Good progress has been made by WMR on the development of a number of other work streams to support the development of the rail network for the region.

### **9.2 Collaboration Agreement**

The collaboration agreement remains in place and good progress is being made in discharging its obligations.

### **9.3 Rail Investment Strategy (RIS)**

Progress on developing the WMR Rail Investment Strategy (WMRIS) has improved following the appointment of external consultant support. The current focus is on economic modelling of various timetable enhancement scenarios through to 2047, which have been developed with support from the Officers Rail Devolution Group. It is now intended to seek sign-off of the WMRIS executive summary and the public consultation approach at the WMR Board of Directors meeting on 19<sup>th</sup> June.

### **9.4 Stations Alliance**

The formal WMSA agreement between WMR, Network Rail and new local rail operator West Midlands Trains is expected to be signed within the next couple of months. The recruitment process for a Stations Alliance Manager, jointly funded by WMR, NR and WMR, failed to appoint a suitable candidate and the Job Specification is being reviewed prior to going out to the market for a second time.

Work on the station master planning pilot project, focusing on the Stour Valley and Cannock lines, has continued into the new year and should now be completed by March 2018. Two stations from each route have been prioritised by WMSA partners, including the relevant local authorities, for more detailed development work. The prioritised stations are: Sandwell and Dudley, Dudley Port, Cannock and Rugeley Trent Valley.

A Station Master Planning Working Group meeting has also been scheduled for end of January which will consider progress and lessons learnt from the pilot project and start to set out a framework for future tranches of work. WMR also



has submitted an initial funding application to the GBS LEP Enabling Fund to support this further Master Planning work.

WMSA governance arrangements continue to take shape which include for working groups focussed on specific route-based or thematic subjects. Work on the master planning pilot with consultants Weston Williamson work has been continuing, although concern has been raised by partners about their approach to stakeholder engagement. Weston Williamson are being closely managed to ensure that WMSA aspirations are met.

#### **9.5 Single Network Vision (SNV)**

The Single Network Vision approach, which seeks to provide a consistent customer experience on rail services across the region regardless of operator, has now been approved by WMR Officers and Board. Going forward, the intention is to use the existing agreements with the rail industry as the vehicle for delivery. These include the Franchise with West Midlands Trains, the Partnership Agreements under development with Chiltern and Virgin, and the West Midlands Stations Alliance as well as many others.

9.6 The principles developed within the Single Network Vision have been used to inform the development of the new format of partnership agreement being delivered with Chiltern Railways and Virgin Trains.

### **10.0 Section I – Financial Implications**

10.1 There are no direct financial implications as a result of this update report. Any costs incurred or support provided by TfWM or West Midlands Rail from undertaking the activity referred to in this report have been met from within agreed funding and resources.

### **11.0 Section J – Legal Implications**

11.1 None

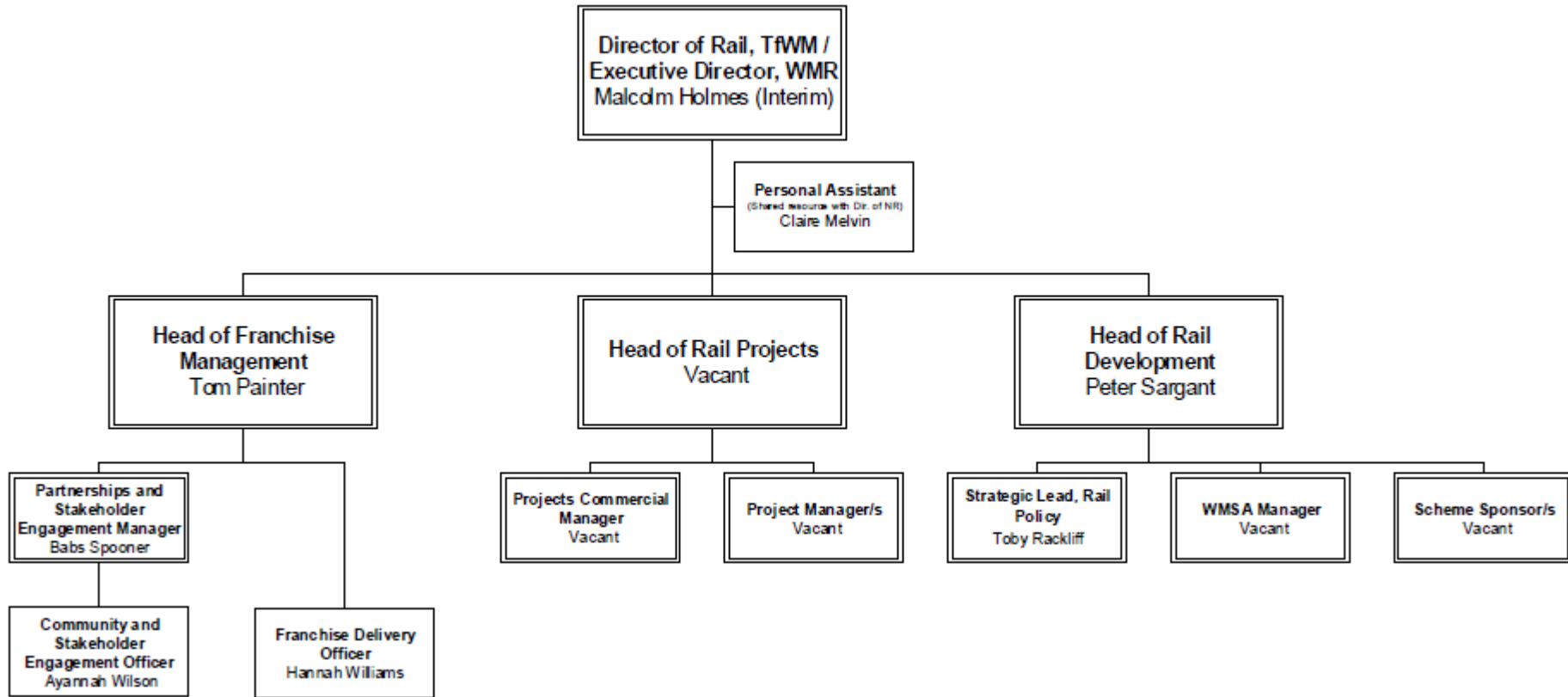
### **12.0 Section K – Equalities Implications**

12.1 There are no direct equalities implications as a result of this report. However, it is worth noting that any current and future infrastructure projects will need to take key accessibility requirements into account. Moreover, improvements to stations and to the customer experience will need to consider engagement with the public and specifically engagement with key equality groups. Finally, equality and accessibility priorities and objectives will need to be discussed and agreed in relation to the new franchise

**13.0 Other implications – Not applicable**

[PUBLIC]

**Appendix A – West Midlands Rail / TfWM Organisation Staff**



**Appendix B – New West Midlands Railway Livery**





## Transport Delivery Committee

<b>Date</b>	5 <sup>th</sup> February 2018
<b>Report title</b>	Publication of the 2018/19 English National Concessionary Travel Scheme and the accompanying Reimbursement Arrangements
<b>Accountable Chief Executive</b>	Laura Shoaf, Managing Director Transport for West Midlands  Email: laura.shoaf@tfwm.org.uk Tel: 0121 214 7444
<b>Accountable Employee</b>	Paula Higgins, Swift & Concessions Scheme Manager  Email: paula.higgins@tfwm.org.uk Tel: 0121 214 7006
<b>Report to be/has been considered by</b>	Councillor Worrall, Lead Member for Finance and Performance Monitoring

**Recommendation(s) for action or decision:**

**The Transport Delivery Committee is recommended to:**

- i. Note there are no amendments from the previous 2018/18 Concessionary Fares Schemes as specified below;
- ii. Note the publication of the 1985 Act Older and Disabled Persons Travel (Bus) Concession Scheme and the Transport Act 2000 Travel Concession Reimbursement Arrangements;

## **1.0 Purpose**

- 1.1 To notify the Committee of the publication of the 2018/19 English National Concessionary Travel Scheme and Reimbursement Arrangements (“ENCTS”), to be effective from 1<sup>st</sup> April 2018.

## **2.0 Background**

- 2.1 The concessionary fares schemes in the WMCA area are governed by the following separate pieces of legislation;
- i. The Transport Act 2000 (as amended);
  - ii. The Transport Act 1985 (as amended);
  - iii. Travel Concession Scheme Regulations 1986
- 2.2 WMCA's current ENCTS are in operation until 31<sup>st</sup> March 2018. The DfT has published reimbursement guidance for 2018/19 which remain the same with no changes to the guidance issued in 2017/18.

## **CONSULTATION**

- 2.3 There have been no substantive changes to the Schemes or Reimbursement Arrangements and as such no consultation is necessary.

## **THE SCHEME**

- 2.4 The Scheme will be in operation from 1<sup>st</sup> April 2018 until 31<sup>st</sup> March 2019 with no changes from the arrangements currently in place.
- 2.5 Copies of the schemes are available on request.

## **FINANCIAL COMMENTS**

- 2.6 The anticipated costs of the 2018/19 Concessionary Fares Schemes have been included within the 2018/19 Transport Levy budget.

## **LEGAL IMPLICATIONS**

- 2.7 The Legal implications for the Authority have been addressed in the content of this Report and there are no further direct implications arising.



**WEST MIDLANDS**  
COMBINED AUTHORITY

## Transport Delivery Committee

<b>Date</b>	5 February 2018
<b>Report title</b>	Lead Member Rail and Metro
<b>Accountable Chief Executive</b>	Laura Shoaf, Managing Director, TfWM 0121 214 7444 <a href="mailto:laurashoaf@wmita.org.uk">laurashoaf@wmita.org.uk</a>
<b>Accountable Employee</b>	Tom Painter, Head of Franchise Management (07432104161, <a href="mailto:tompainter@westmidlandsrail.com">tompainter@westmidlandsrail.com</a> )  Sophie Alison, Metro Operations Manager (0121 214 7347 <a href="mailto:SophieAllison@centro.org.uk">SophieAllison@centro.org.uk</a> )
<b>Report has been considered by</b>	Councillor Roger Horton, Lead Member Rail and Metro

**Recommendation(s) for action or decision:**

**Transport Delivery Committee is recommended to:**

1. Note the progress to date with the work of the Lead Member and Lead Member Group for Rail and Metro.

### **1.0 Background**

- 1.1 During 2017, Cllr Roger Horton was re-appointed as Lead Member for the Transport Delivery Committee for Rail and Metro. The following Members were also re-appointed as part of the wider Member Group.
  - Cllr Richard Worrall
  - Cllr Tim Huxtable
  - Cllr Chaman Lal
  - Cllr Danial Warren (Young Person's Lead)

Over the course of the year the meetings have been attended by a number of officers, including Babs Spooner, Pete Bond, and Ayannah Wilson. The current officer membership is Malcolm Holmes and Tom Painter from WMR, and Sophie Allison from TfWM. Other officers may attend by invite.

## **2.0 Rail Progress to date**

2.1 Under Cllr Horton's direction regular monthly meetings have been scheduled. At the meetings members scrutinise and give feedback on officers updates on the Rail business plan and related activities. Members also review TOC's operational performance, draft papers and approve Agenda's for Partnership Board meetings.

2.2 Briefings from officers and discussions with elected members have helped the delivery of the Rail Business Plan to date in the following areas –

### Franchising

- Supporting the contribution of West Midlands Rail to the procurement of the West Midlands Franchise
- Contributing to the West Midlands Rail Franchise Engagement Strategy

### Partnership Agreements -

- The review of the revised London Midland Partnership Agreement
- Agreed Action Plans for the London Midland and Chiltern agreements
- Supported the development of a Partnership Agreement with Virgin Trains.
- Supported the ongoing renewal of the Chiltern agreement

### Rail Development and Delivery -

- Oversight of the development of University Station
- Supporting the revision of the Park and Ride Strategy and Longbridge car park expansion
- Oversight of the expansion of cycle parking provision across the region
- Supporting the improvement of bus rail interchange including through the provision of new information screens at Sandwell and Dudley
- Supported the development of West Midland Rail's Single Network Vision
- Supported the on-going development of West Midlands Rail's Rail Investment Strategy
- Oversight of proposals by Chiltern to improve Solihull station.

### Stakeholder engagement -

- Contributing to the TfWM response to major industry consultations, such as those relating to HS2
- Supporting TfWM and WMR relations with Rail User Groups such as Railfuture
- Held a celebration event to recognise the successes of the London Midland Partnership Agreement.



### 3.0 Metro update

3.1 As Lead Member, Cllr Horton has arranged monthly Lead Member liaison meetings with TfWM officers. . . . The liaison meetings are used to brief Members on Metro Operations and delivery of the Metro Programme. They provided an update on all areas within the Lead Member metro portfolio and facilitated the opportunity for constructive challenge. This included:

- operational performance
- progress with Metro Programme delivery
- funding opportunities
- any risks to current projects and planned mitigation activities
- support with launches of new activities and press releases
- review of draft reports being presented to Transport Delivery Committee (TDC).

3.2 To date, the Group has received briefings on the following areas:

#### Metro Programme Delivery

- Completion of the Birmingham City Centre works and access arrangements at St Chad's tram stop
- Oversight of the Metro Investment Programme and Midland Metro Alliance activity encompassing:
  - Westside Extension (CSQ main works start and Edgbaston design)
  - Wolverhampton City Centre Phase 1
  - Eastside Extension – TWOA process
  - Wednesbury Brierley Hill Business Case development
- East Birmingham / Solihull Business Case and order development
- Bilston Road Track replacement
- Catenary Free Tram fit out and safety assurance
- Procurement of 3<sup>rd</sup> Generation Trams

#### Metro Operations

- Arrangements for passengers during Bilston Road rail replacement project
- Proposed changes to Midland Metro Penalty Fare
- The setting up of Midland Metro Limited in readiness for transition to operate Midland Metro
- Modifications to the tram simulator to encompass Catenary Free operation Initiatives to reduce car incursions at Snow Hill
- The implications of the Croydon derailment for Metro operations

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**TRANSPORT DELIVERY COMMITTEE**

<b>COMMITTEE MEETING</b>		<b>REPORT AND AUTHOR</b>	<b>AGENDA SETTING MEETING</b>	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
5 March 2018	22 February	<ul style="list-style-type: none"> <li>• <b>Metro Business Update</b> Phil Hewitt (Sophie Allison)</li> <li>• <b>Accessible Transport Update</b> Pete Bond(Richard Mayes)</li> <li>• <b>Customer Infrastructure Update</b> Pete Bond (Andy Thrupp)</li> <li>• <b>Financial Monitoring Report</b> Sean Pearce (Linda Horne)</li> <li>• <b>Capital Programme Delivery Monitoring Report</b> Laura Shoaf (Sandeep Shingadia)</li> <li>• <b>WBHE Update</b> Phil Hewitt (Peter Adams)</li> <li>• <b>Metro Public Service Contract</b> Phil Hewitt (Carl Williams)</li> <li>• <b>Congestion/Air Quality Lead Member Report</b> Councillor Philip Davis</li> <li>• <b>Sprint Lead Member Report</b> Councillor Timothy Huxtable</li> </ul>	19 February	15 February
9 April 2018	28 March	<ul style="list-style-type: none"> <li>• <b>Bus Business Update</b></li> </ul>	26 March	23 March

**TRANSPORT DELIVERY COMMITTEE**

<b>COMMITTEE MEETING</b>		<b>REPORT AND AUTHOR</b>	<b>AGENDA SETTING MEETING</b>	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		Pete Bond (Edmund Salt) • <b>Passenger Information Delivery Update</b> Mike Waters (Chris Lane) • <b>Park and Ride Update</b> Pete Bond (Peter Sargant) • <b>Bus Stop Rationalisation – Feedback from trial and way forward</b> Pete Bond (Jon Hayes)		
14 May 2018	2 May	• <b>Rail Business Update</b> Malcolm Holmes (Babs Spooner) • <b>Safer Travel Update</b> Anne Shaw (Mark Babington) • <b>Bus Alliance Update</b> Pete Bond (Edmund Salt) • <b>Financial Monitoring Report</b> Sean Pearce (Linda Horne) • <b>Capital Programme Delivery Monitoring Report</b> • <b>Midlands Connect Update</b> Maria Machancoses	30 April	25 April

**TRANSPORT DELIVERY COMMITTEE**

<b>COMMITTEE MEETING</b>		<b>REPORT AND AUTHOR</b>	<b>AGENDA SETTING MEETING</b>	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
11 June 2018	31 May	Laura Shoaf (Sandeep Shingadia) <ul style="list-style-type: none"> <li>• <b>Metro Business Update</b> Phil Hewitt (Sophie Allison)</li> <li>• <b>Cycling and Walking Update</b> Sandeep Shingadia (Claire Williams)</li> <li>• <b>Customer Services Performance Update</b> Steve McAleavy (Sarah Jones)</li> <li>• <b>Metro Investment Programme</b> Phil Hewitt</li> </ul>	25 May	22 May

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