



Transport Delivery Committee

Date: Monday 14 May 2018

Time: 1.00 pm **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham B19 3SD

Membership

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 Fazal	Birmingham City 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 David Stanley	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

The quorum for this meeting is seven members

If you have any queries about this meeting, please contact:

Contact Wendy Slater, Senior Governance Services Officer
Telephone 0121 214 7016
Email wendy.slater@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
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) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 10	
5.	Matters Arising	Chair	None	
6.	Correspondence/ Petitions	Chair	None	
7.	To note the minutes of the Bus Shelter Appeals Decision Group held on 12 April 2018	Cllr. Hartley	11 - 12	
8.	Presentation : Midlands Connect Update	Maria Machancoses	13 - 34	
9.	Safer Travel Update	Mark Babington	35 - 40	
10.	2018/ 19 Child Concessions Travel Scheme & Reimbursement Arrangements	Matt Lewis	41 - 46	
11.	Financial Monitoring Report	Linda Horne	47 - 56	
12.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	57 - 66	
13.	Rail Business Report	Tom Painter	67 - 78	
14.	Bus Alliance Update	Jon Hayes	79 - 92	
15.	Bus Stop Rationalisation - Next Steps	Jon Hayes	93 - 112	
16.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 10 May 2018	Chair	None	

17.	Questions To consider any questions submitted by the deadline of 12 noon on 10 May 2018 for written questions and 12 noon on 11 May 2018 for oral questions.	Chair	None	
18.	Forward Plan		113 - 114	
19.	Date of Next Meeting -11 June 2018		None	

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WEST MIDLANDS COMBINED AUTHORITY

Transport Delivery Committee

Monday 9 April 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 Mohammed Fazal	Birmingham City 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 David Welsh	Coventry City Council

Item Title No.

115. Apologies for absence

Apologies for absence were received from Councillors Alden, Andrew and Warren.

116. Chair's Remarks

(i) Councillor Elias Mattu

The committee observed one minute's silence in memory of the late Councillor Elias Mattu, the serving Mayor of Wolverhampton City Council and former member of the ITA who had died in February following a long illness. Councillor Rowley expressed her sadness at his death and paid tribute to the former councillor and colleague. Councillors Hanif, Horton and Huxtable echoed Councillor Rowley's comments.

(ii) Councillor Gurcharan Sidhu

Councillor Horton informed the committee that Councillor Gurcharan Sidhu had recently retired from Sandwell Council due to ill health. The committee conveyed their best wishes to Councillor Sidhu.

(iii) Farewell to Councillors Judith Rowley and Daniel Warren

The Chair informed the committee that Councillors Rowley and Warren would be leaving elected politics next month and expressed his thanks to both councillors for their work and in particular paid tribute to Councillor Rowley who had served on the former Passenger Transport Authority and Integrated Transport Authority as well as the current Transport Delivery Committee. Councillor Rowley thanked members and officers for their support over the course of 21 years and conveyed a special thank you to the Chair, Councillor Worrall, for his good support as Chair of the Passenger Transport Authority when she first became a member of the Authority. The committee expressed their sadness that Councillor Rowley was retiring but wished her well for the future. The Chair took the opportunity to thank all councillors who had served on the Transport Delivery committee this municipal year.

117. Minutes of the last meeting

The minutes of the meeting held on 5 February 2018 were agreed and signed by the Chair as a correct record.

118. Correspondence/Petitions

There were no petitions submitted at the meeting, however, Councillor Horton reported that Sandwell Council had not received a response in relation to a petition for the re-instatement of bus service number 50 and asked that Director of Integrated Transport Services ensure that a response is sent.

Councillor Hartley, Lead Member for Putting Passenger First, advised that a petition for the number 50 had been dealt with as part of the petitions process and was concerned that the outcome had not been communicated to Sandwell members of TDC.

The Director of Integrated Transport Services, Pete Bond undertook to investigate the matter and provide feedback to Councillor Horton.

The Chair asked that all TDC members be provided with a copy of the petitions process.

119. Accessible Transport Report

The committee considered a report of the Area Manager- Transport Operations that provided an update on matters relating to Accessible Transport in the West Midlands, the performance of the Ring and Ride Service and progress with regards to bus service 89.

In relation to the independent review of Ring and Ride undertaken by consultants SYSTRA on behalf of Transport for the West Midlands, the Director of Integrated Transport Services, reported he was awaiting the final report from consultants and a copy of the report would be provided to all TDC members in due course.

In relation to an enquiry from Councillor Richards as to whether any progress had been made in finding a better location in Balsall Common for service 89,

the Area Manager –Transport Operations, Richard Mayes, reported that this matter was ongoing as he was seeking to find a safe location for the health centre and passengers.

Resolved : That the report be noted.

120. Metro Operations Business Report

The committee considered a report of the Metro Operations Manager that provided an update in relation to the performance, operation and delivery of Metro services in the West Midlands.

In relation to Metro patronage, Councillor Richards noted that whilst the fall in patronage from February 2017 to January 2018 could in part be attributed to the closure of Bilston Road, he enquired as to why weekend patronage had also shown a decrease during the same period.

The Metro Operation Manager, Sophie Allison reported that in addition to the Bilston Road closure which led people not to travel, she considered that the adverse winter weather had also discouraged people from travelling.

Councillor Davis reported of the need for the electronic information display screens on trams to show that Grand Central was the stop for New Street Station as people travelling outside of the West Midlands area would not be aware of this.

The Metro Operations Manager reported that Grand Central was shown as the stop for New Street on the TV screens on board the trams and also on line guides inside the tram but would look into adding the information to the scrolling message screens.

Councillor Horton, Lead Member for Rail and Metro, concurred with Councillor Davis.

Resolved: That the report be noted.

121. Financial Monitoring Report

The committee considered a report of the Head of Finance and Business Planning that set out the financial position as at 31 January 2018 for the 2017/18 financial year that related to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets.

In relation to an enquiry from Councillor Stanley regarding the cost of Bilston Road track replacement and when this would be due to be replaced again, the Head of Finance and Business Planning, Linda Horne, reported that the new track was expected to last 25-30 years.

Resolved:

1. That the year to date net revenue expenditure for 2017/18 shows a favourable variance of £5.0m compared to budget and a full year forecast variance of £5.2m following the final re-forecast of the year be noted ;

2. That the total capital expenditure to the end of January 2018 within the overall transport programme was broadly in line with budget, showing a 3 % variance (£1.7m) and
3. That the treasury indicators are within the expected range and there are no issues to highlight be noted.

122. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided an update on progress monitoring on the approved TfWM led 2017/18 programmes and projects.

In relation to the Bradley Lane park and ride project and the status given as amber/ red as it was awaiting approval of additional funding to enable scheme progression, Councillor Rowley enquired as to the issues impacting on the project and timescales for delivery.

The Director of Development and Delivery, Sandeep Shingadia, reported that the project was no longer amber/red status and that colleagues were working through the leasing arrangements with Walsall MBC to enable delivery of the project this financial year.

Resolved:

1. That the achievements since the January 2018 of the Transport Delivery Committee be noted;
2. That progress on the deliverables under 2017/18 Capital Programme be noted;
3. That the variations to the baseline programme as outlined in paragraph 4 of the report be noted.

123. Air Quality Update Lead Member Report

The committee considered a report from the Lead Member Air Quality and Congestion Reference Group that provided an update on air quality.

Councillor Davis, Lead Member for Air Quality and Congestion, outlined the report which set out the key issues relating to air quality and the actions being taken forward by the Bus Alliance to assist with meeting air quality standards.

The committee discussed the impact of air pollution and the national policy context along with the regional policy context for improving air quality and noted that the issue of diesel vehicles needs to be tackled urgently by Government.

In relation to the National Productivity Investment Fund Projects listed in appendix 1 of the report, Councillor Stanley noted that £660k was allocated to Brierley Hill Strategic Centre and asked to be advised of how the money would be spent.

Resolved:

1. That the issues relating to air quality be noted and
2. That the actions being taken forward by the West Midlands Bus Alliance to assist with meeting air quality standards be noted.

124. Sprint Lead Member Report

The committee considered a report of the Sprint Lead Member Reference Group that provided an update on the progress of the group.

Councillor Huxtable, Lead Member for Sprint, outlined the report.

In relation to comments from Councillors Linnecor and Richards regarding the consultation for Sprint and need to engage with the general public and stakeholders, Sprint Development Manager, Tom Skidmore, reported that public consultation would be undertaken later this year before the Outline Business Case was submitted to Government.

Resolved: That the progress to date with the work of the Sprint Member Reference Group be noted.

125. Bus Business Report

The committee considered a report of the Network Development Manager the provided an update on matters relating to the performance, operation and delivery of bus services in the West Midlands.

In relation to the South Birmingham Review and the comment from Councillor Huxtable regarding the need to consult with all South Birmingham ward councillors on service changes, the Director of Integrated Transport Services advised that all the relevant councillors would be briefed on the service changes.

In relation to the National Express West Midlands £1 concessionary fare, Councillors Horton and Huxtable reported details of separate incidents where senior concessionary pass holders were charged the full adult single fare before 9.30am instead of £1 fare.

The committee considered that the £1 concessionary fare should be better promoted by National Express and bus drivers educated accordingly.

The Network Development Manager, Edmund Salt, reported that he would feedback this message back to the operator.

In relation to the Dudley area consultation that is being undertaken by National Express West Midlands on their bus services, Councillor Horton reported that Sandwell MBC Officers were not briefed as part of the consultation and noted that as a neighbouring authority any service changes could impact on Sandwell residents.

The Network and Delivery Manager, reported that the consultation was led by National Express who sent out details of the consultation in October via their website and publicised through a number of channels including a session with Dudley councillors, social media, printed materials in the Dudley area and via TfWM correspondence as well as emails to councillors with transport responsibilities in neighbouring authorities. National Express received 1,576 responses to their public consultation.

The Director of Integrated Transport Services acknowledged Councillor Horton's comment that changes to the Dudley bus network would impact on services in Sandwell.

Councillor Huxtable enquired whether TfWM could assist in relation to service number 5 which has been diverted by National Express as a result of the re-classification of a low railway bridge; this has resulted in the removal of double decker buses from the route despite buses being able to fit under the bridge.

The Director of Network Services reported that TfWM would be meeting all parties (Birmingham Highways, Network Rail and National Express) next week to look at a solution to the matter and he would provide feedback to Councillor Huxtable following the meeting.

Resolved : That the contents of the report be noted.

126. Passenger Information Update

The committee considered a report of the Integrated Information Manager that provided an update on passenger information activity that included partnership working, bus registration changes, printed passenger information, digital passenger information and open real-time data.

Councillor Stanley reported that the Passenger Champions, Bus Users UK and other passenger representative groups should be recognised for their efforts in providing feedback on the network.

The Chair conveyed his thanks to the Passenger Champions et al for identifying issues on the network that help bring about improvements for customers.

Resolved: That the activities completed with respect to passenger information and the further progress being made towards all bus operator real-time information be noted.

127. TfWM Infrastructure Update

The committee considered a report of the Operations Manager (Customer Facilities) that provided an update on matters relating to the operation and enhancement of TfWM infrastructure.

Councillor Horton noted that the TfWM toilet facilities at West Bromwich were due to be refurbished and asked for an update to be given in relation to charging for toilet facilities.

The Operations Manager (Customer Facilities), Andy Thrupp, reported that there was an inconsistency to charging for toilet facilities, charges were payable at Wolverhampton and Stourbridge bus stations but not at Walsall and West Bromwich. He explained that the charge was to cover costs and was not a money making opportunity and that pay to use toilets provided a better customer experience than those that were free to use.

Councillor Linnecor considered that all TfWM toilet facilities should be free to use. Councillor Rowley concurred with Councillor Linnecor and considered free toilets to be a basic human need and a public health issue.

In relation to an enquiry from Councillor Huxtable as to whether Network Rail has stopped charging for toilet facilities at its stations, the Interim Director of Rail reported that Network Rail would not be charging for toilets at Network Rail stations from April next year.

Councillor Richards considered that West Midlands Leaders (WMCA) should determine whether a charge is made for TfWM toilets.

The Director of Integrated Transport Services reported that there were significant pressures on TfWM toilets as many local authorities had closed down public toilet in their towns. He added that further consideration would be given to the issue of charging for toilet facilities.

Councillor Horton suggested that TfWM might want to gather information on the matter from other areas of the country.

Resolved : That the contents of the report be noted.

128. Chiltern Railways & Virgin Trains Partnership Agreements

The committee considered a report of the Head of Franchise Management that sought approval for TfWM to enter into Partnership Agreements with Chiltern Railways and Virgin Trains.

The Interim Director of Rail, Malcolm Holmes outlined the report that set out the structure of the new partnership agreements.

The Lead Member for Rail and Metro, Councillor Horton, added that governance arrangements would be confirmed shortly for both Chiltern and Virgin and a delivery plan would also developed by Virgin Trains (the delivery plan for Chiltern Railways was included with the report).

Resolved :

1. That the contents of the report be noted and
2. That approval be given for TfWM to enter into partnership agreements with Chiltern Railways and Virgin Trains.

129. Tram Naming : Criteria & Considerations

The committee considered a report of the Principal Policy and Strategy Officer that provided recommendations for the criteria and policies for the naming of trams in the West Midlands.

The Lead Member for Rail and Metro, Councillor Horton, informed the committee that the report had been updated following circulation, to include more information on the status of the previously named T69 Tram fleet and advised the committee accordingly.

The committee endorsed the criteria for the naming of trams as set out in the report.

Councillor Huxtable suggested that a tram serving the Edgbaston Extension could be named after the first female councillor for Birmingham City Council, Dame Ellen Pinsent and similarly, considered a tram could be name after Councillor Judith Rowley for the Wolverhampton Centre Extension.

Councillor Horton, advised the committee that tram naming was not limited to naming trams after people as trams could be named after a charity or a locomotive (previously Tram 15 was named after Agenoria).

Resolved:

1. That the criteria for the naming of trams for the West Midlands as outlined in the report be agreed and
2. That an action plan be developed for involving stakeholders and public relations in tram naming.

130. Transport for the West Midlands - Annual Plan 2018/19

The committee considered a report of the Managing Director that set out a draft of the Transport for the West Midlands (TfWM) Annual Plan 2018/19 for consideration and comments.

It was noted that following consideration and approval by the Transport Delivery Committee, the TfWM Plan would be submitted as part of the WMCA Annual Plan to the WMCA Board in May for final approval before being formally launched.

Resolved: That the Transport for the West Midlands Annual Plan for 2018/19 be approved.

131. Notices of Motion

None submitted.

132. Questions

None submitted.

133. Forward Plan

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

Resolved : That the report be noted.

The meeting ended at 3.15 pm.

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Meeting: Bus Shelter Appeals Decision Group

Subject: Minutes

Date: Thursday 12 April 2018 at 10.30am

Present

Councillor Kath Hartley (Chair)	Transport Delivery Committee
Councillor Mohammed Hanif	Transport Delivery Committee
Councillor David Stanley	Transport Delivery Committee

Apologies

Councillor Pervez Akhtar	Transport Delivery Committee
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In Attendance:

Julie Smithers, Network Coordination Specialist (Infrastructure), Transport for the West Midlands.

2/17

Recommendations of Bus Shelter Appeals Decision Group

The Decision Group considered a report of the Network Coordination Specialist (Infrastructure), setting out recommendations for consideration by the Bus Shelter Appeals Decision Group in relation to appeals against the siting of bus shelters at two locations.

(a) Laurel Road, Harebell Crescent Dudley

The Network Coordination Specialist (Infrastructure) reported that TfWM has received objections in relation to the levels of anti-social behaviour at a bus shelter outside of 152 and 154 Laurel Road.

It was noted that West Midlands Police have provided a comprehensive report that provides evidence that supports claims made by the residents. The anti-social behaviour includes youths gathering in the shelter to drink alcohol, smoke drugs, throwing missiles, playing loud music and wilfully causing harassment and distress. The bus operator who serves this stop, National Express, has also submitted a report to West Midlands Police regarding the levels of anti-social behaviour experienced by drivers at the stop.

The Bus Shelter Appeals Officer Panel had recommended that the shelter is removed and replaced with a pole.

The Decision Group considered the following points:

- The bus shelter attracts youths to congregate at the shelter that are responsible for anti-social behaviour and there is

overwhelming evidence to support this from residents, the bus operator and West Midlands Police.

- The petition and request from West Midlands Police for the removal of the shelter
- The stop is located on a main arterial route through the housing estate
- The high passenger count at the shelter.

RESOLVED:

- (1) That the shelter is removed and replaced with a stop pole and
- (2) That TfWM notify West Midlands Police and the Housing Managers for the Wrest Nest Estate when the shelter is to be removed;

(b) Shady Lane, Aldridge Road, Birmingham

The Network Coordination Specialist (Infrastructure) reported that TfWM has received objections in relation to the levels of anti-social behaviour at a mini shelter outside of 359 Shady Lane.

It was noted that most of the anti-social behaviour occurs at the end of the school day when children from Great Barr Academy run around the resident's garden, look through windows, bang on the front door of the property whilst shouting and intimidating the disabled resident.

The Bus Shelter Appeals Officer Panel had recommended that the shelter is removed and replaced with a pole for a trial period of 6 months.

The Decision Group considered the following points:

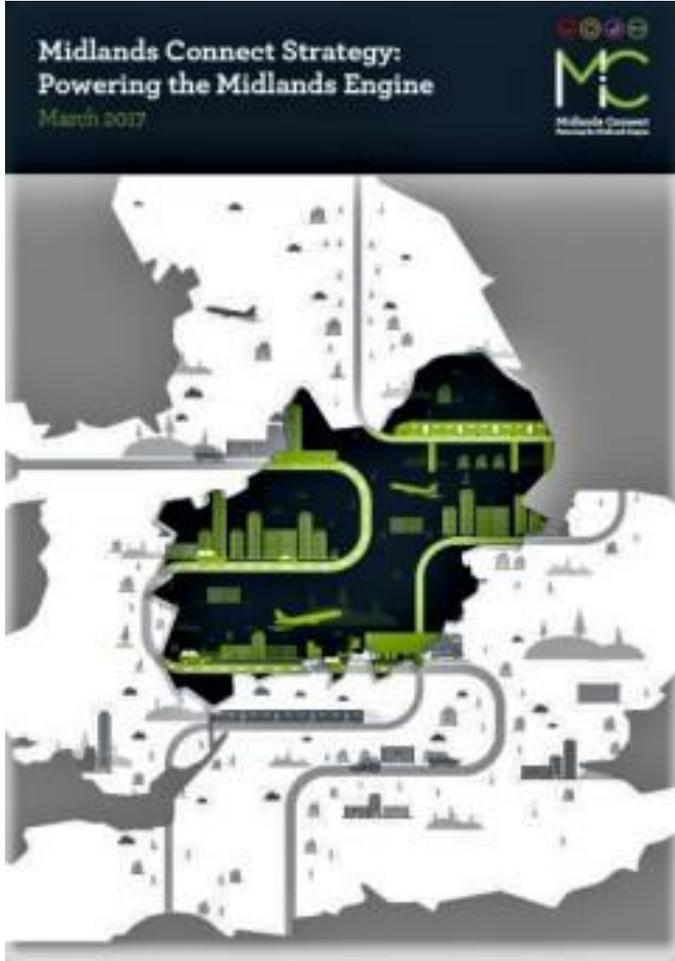
- West Midlands Police support the removal of the mini shelter
- There has been on-going lobbying from ward councillors over a ten month period for the shelter to be removed or relocated.
- The relocation of the shelter has been considered but the alternative location is not supported by local ward councillors.
- The anti-social behaviour is caused by school children and is a matter for the police to resolve with the school.
- A trial removal of the shelter was not supported as this would not alleviate anti-social behaviour in the long-term and a temporary removal of the shelter was not cost effective.

RESOLVED that the shelter be removed and replaced with a pole.

[meeting closed at 11.20am]



Midlands Connect TDC Update April 18



Our Partnership

- 2nd Largest economy outside London: Worth over £200 billion to the UK economy
- Brings together 22 Local Authorities, 20 universities
- Represents 17.9% of the UK population (@12m)
- 11 cities, 25 science parks and 2 international airports.

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The Midlands Engine Vision For Growth

This document was the Midlands Engine's response to the UK's Industrial Strategy

It focused on five priorities where investing and working together will add significant value to the Midlands, and therefore the UK economy.

1. Connecting the Midlands (Midlands Connect)
2. Invest in Strategic Infrastructure
3. Grow International trade and Investment
4. Increase Innovation and Enterprise
5. Shaping Great Places



OUR SUCCESSES SO FAR...



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- Strategy Launched – March 2017



- Leadership & Governance



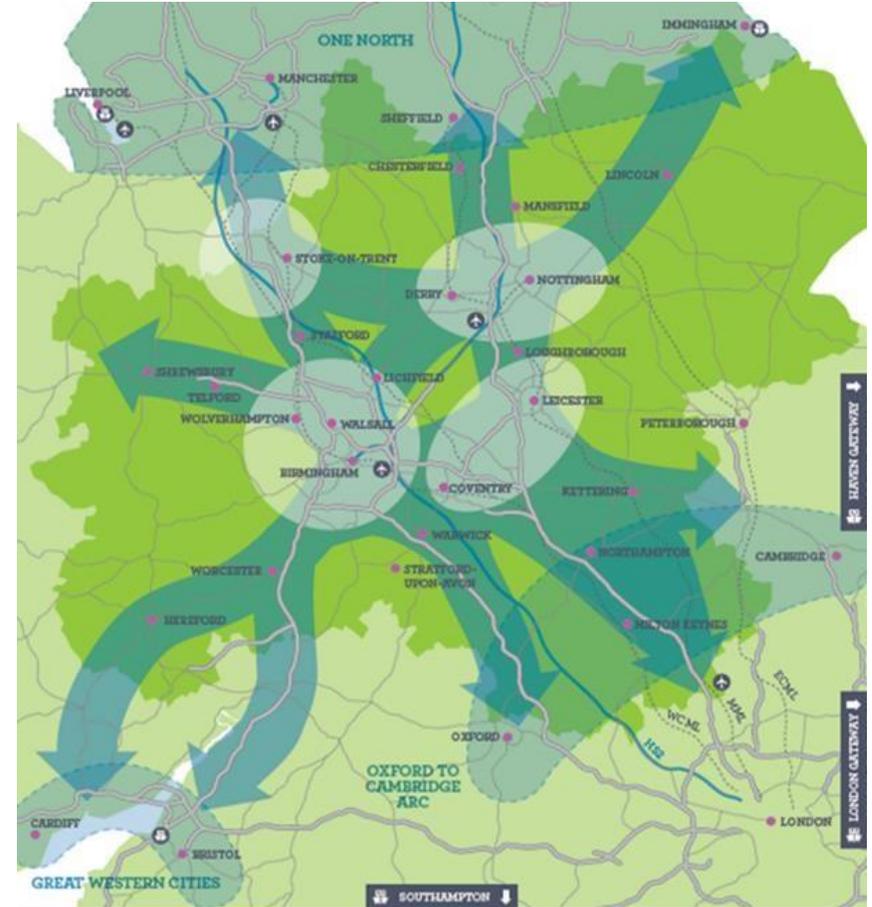
- £23m secured from Government

Our Rail Programme

Our Current Rail Programme



- Midlands Rail Hub
- Nottingham/Derby to Crewe (and beyond) Corridor
- Lincoln to Nottingham Corridor
- Leicester to Leeds (via HS2) Corridor
- Thames Valley to East Midlands Corridor (incl. Coventry to Leamington)



What is Midlands Rail Hub?

A network strategy to achieve:

- 1) *10 extra train paths to/through Birmingham – enabling greater east-west connectivity*
- 2) 85,000 more seats each day.
- 3) £143m per annum to the Midlands.
- 4) Additional freight-paths
- 5) *Significantly faster journey times than today*



What is Midlands Rail Hub?



Benefits

- Up to 10 extra trains every hour
- More freight trains
- New journey opportunities between East and West Midlands
- Unlocking new jobs across the Midlands
- Maximising benefits of HS2

Digital Railway

- Better passenger information
- Informed journey choices
- Smarter ticketing

Water Orton

- Enables additional passenger services between East and West Midlands
- Capacity for freight growth
- Improved operational flexibility through separated flows
- Improved access to terminals at Kingsbury Junction
- Improved performance
- Journey time improvements through Water Orton area



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Birmingham Snow Hill

Additional capacity in central Birmingham
 Extension of London terminating services from Moor Street to Snow Hill
 Unlocks platform capacity at Moor Street
 Improved operational flexibility
 Stabling facility for up to 16 vehicles

Key

- Existing track
- New track
- Metro track
- Platforms
- Reinstated platform
- Potential platform remodeling

Midlands Rail Hub Key

Key

- Upgraded station
- Upgraded location
- Bordesley Chords

Water Orton Key

Key

- Existing track
- New track
- Reconstructed platform

Birmingham Moor Street and Bordesley

Additional station capacity in Central Birmingham
 Extension of London terminating services from Moor Street to Snow Hill
 Unlocks platform capacity at Moor Street
 Improved operational flexibility
 Stabling facilities for up to 16 vehicles

Key

- Existing track
- New track
- Grade separation
- Platforms
- Reinstated/new platform
- Station closure

Kings Norton

Facilitates additional trains services and changed routings into central Birmingham
 Increased capacity in the Kings Norton area
 Cross platform interchange to maintain connections to University and Selly Oak
 Improved station facilities
 Improved performance

Key

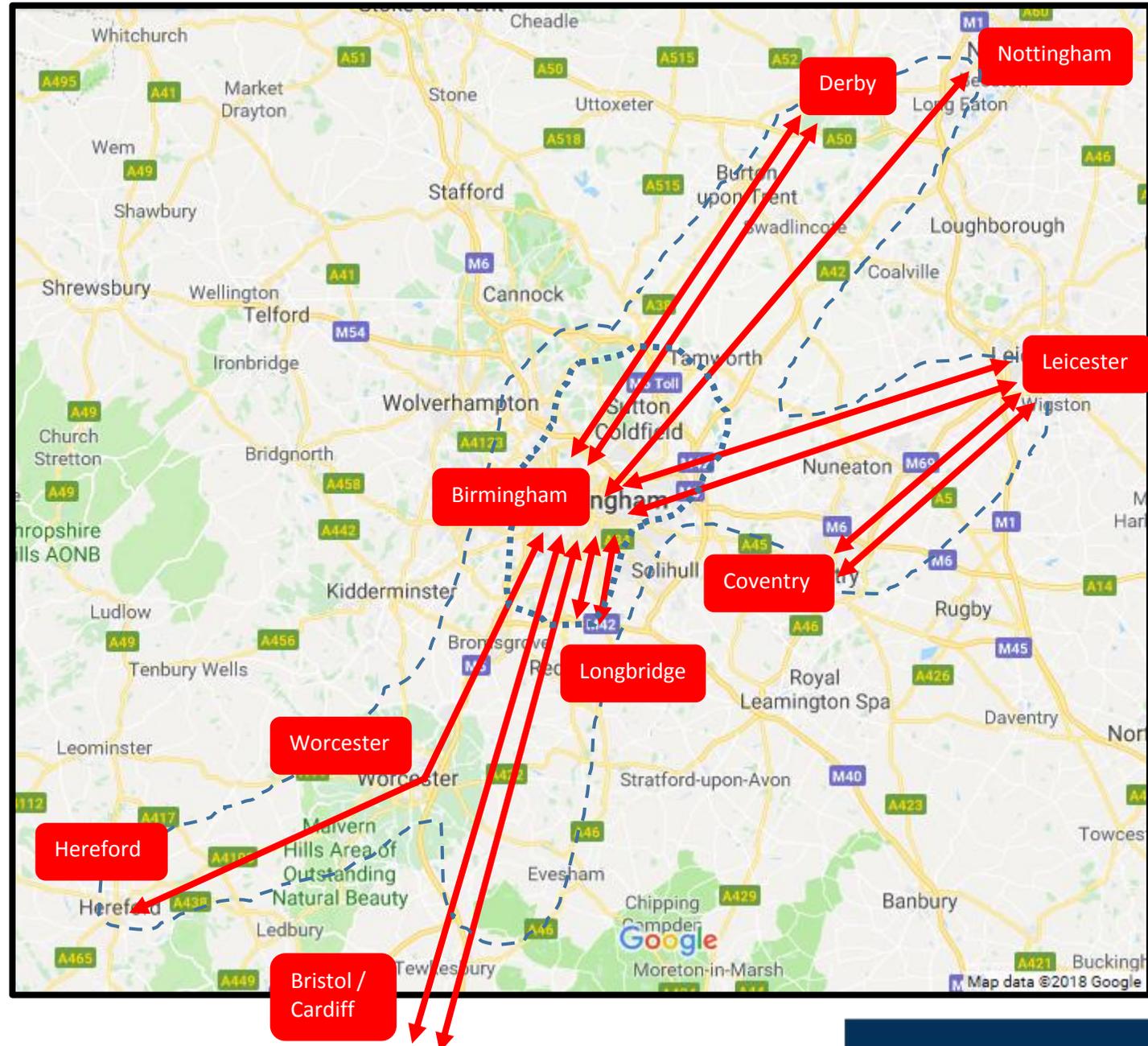
- Existing track
- New electrification
- Platforms
- Reinstated platform

Central Area Capacity Enhancements

Journey Time Improvements

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Further Capacity Enhancements



Thames Valley to East Midlands Corridor

Existing Situation

- Poor connectivity between the South of England / Thames Valley and Coventry / Birmingham International (for Birmingham Airport)
- In part due to capacity constraints in the Midlands, including single-track railway between Leamington Spa and Coventry

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Frequency	Operator	Route
1TPH	CrossCountry	Bournemouth to Manchester Piccadilly
1TPH	FOC	Various
1TPH	West Midlands Trains	Leamington Spa to Coventry

Outcomes of Enhanced Strategic Case



- Poor connectivity between the South of England / Thames Valley and Coventry / Birmingham International (for Birmingham Airport)
- In part due to capacity constraints in the Midlands, including single-track railway between Leamington Spa and Coventry
- Re-routing of CrossCountry service:

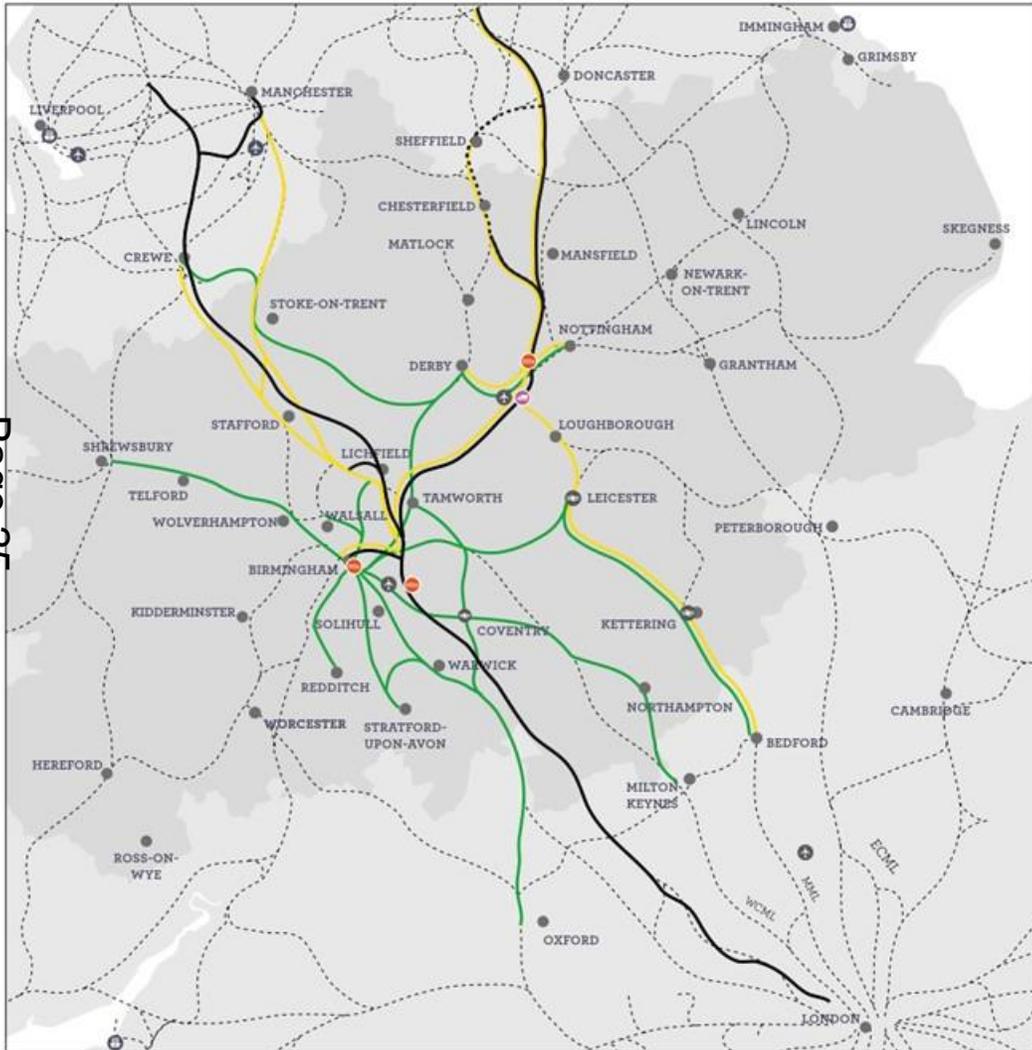
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Current	Tested
Reading	Reading
Oxford	Oxford
Banbury	Banbury
Leamington Spa	Leamington Spa
Birmingham New Street	Coventry

Taking Advantage of HS2



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- Hs2
- Released Capacity - New services on existing network
- Classic Compatible - Services capable of operating on high-speed line and existing network

HS2 will bring £17.6bn additional GVA to the UK in its own right.

We can take further advantage of this nationally important infrastructure deriving a further GVA from incremental investment.

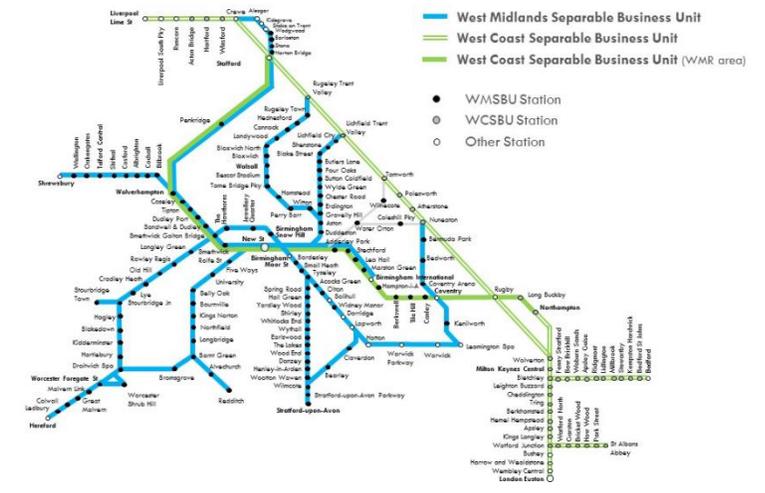
Figure 16: Midlands Connect Proposed Rail Service Improvements to Spread the Benefits of HS2.

Supporting WMR & TfWM

WEST MIDLANDS TRAINS AWARDED

- Alignment with WMR Vision & Network Strategy
- Working with TfWM to ensure that the MRN is aligned with the Key Road Network, and giving Highways England the evidence they need to feed into RIS2.
- Developing the roll-out of Swift to a wider Midlands

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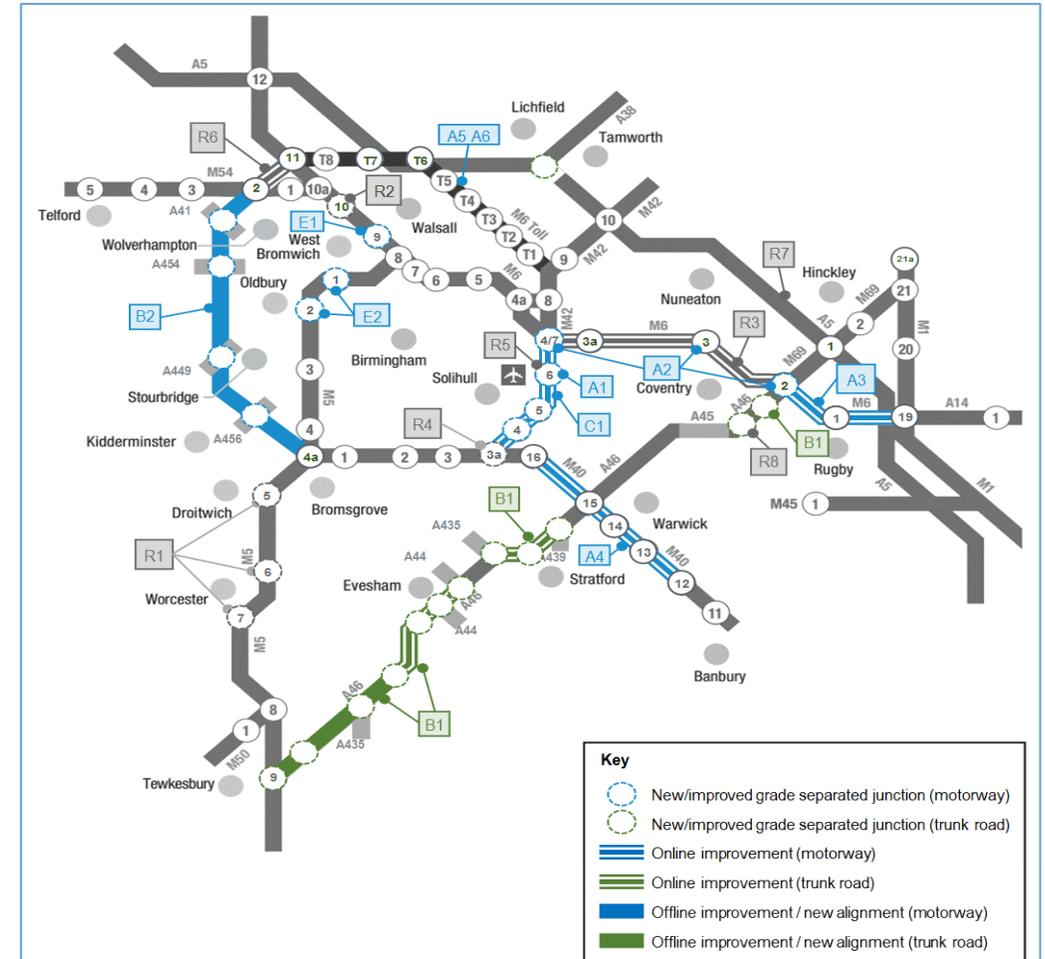
Our Road Programme

Midlands Motorway Hub



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1. Study co-funded by HE and Midlands Connect Partnership
2. Reported back in December 2017
3. Early work fed into RIS2
4. £4m additional funds from budget for further work;
 - Regional Strategic P&R Strategy
 - M6 North of Birmingham
 - Making Best Use of the M6 Toll
 - Scope the Economic Case for the Western Strategic Route



Other specific projects during 18/19

- A5 Study
- A46 Study – Fosse Way to Expressway
- A50/A500 Study
- Hereford Bypass
- East Midlands Gateway



Major Road Network – Consultation launched December 2017



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- Key to Rebalancing the Economy
- the MRN will be a middle tier between the strategic road network (SRN) and the local road network - responsibility remains with existing highways authorities.
- Funding available from 2020 (£1bn/year) – using a share of the annual National Road Fund, funded by VED (Vehicle Exercise Duty)
- DfT's Transport Investment Strategy sees a co-ordinating role for STBs for the MRN.
- MC Partnership responded to DfT in March 2018
- DfT will provide further guidance/position later this year



Midlands Connect: A regional focus

- TfL cEMV Model 2
- TfN National Back Office Program
- Midlands Connect view – all great but we cannot wait!
 - Regional solution
 - Working in partnership with operators, WMR, TfWM and TfEM (particularly Nottingham CC)
 - Aims to implement ABT (Model 2) in Midlands for Bus and Tram (initially)
 - Future proofed for integration with rail and TfN backoffice
 - Strategic links with 5G & wider energy & digital infrastructure



Select Committee: Regional disparities on Rail Infrastructure Investment



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Transport Committee

Monday 26 February 2018 Meeting started at 4.48pm, ended 7.19pm



INFO

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AGENDA

INDEX

16:48:25 Subject: Rail infrastructure investment

16:48:26 Witnesses: Geoff Brown, Chair, Peninsula Rail Task Force, Maria Machancoses, Director, Midlands Connect, Barry White, Chief Executive, Transport for the North, and Mick Noone, Director of Integrated Transport, Merseytrave

18:15:00 Witnesses: Malcolm Brown, Chief Executive, Angel Trains Ltd, Jonathan Willcock, Managing Director, Signalling Systems & Infrastructure, Alstom UK & Ireland, Rob Morris, Managing Director, Siemens Rail Automation UK, and Alan Price, Chair, Rail Sector Interest Group, Association for Consultancy and Engineering

TfN becomes 1st Sub-National Transport Body (STB)



- January 15th - *The House of Commons approved* regulations for TfN to become the STB in England
- This came to force from April 1st 2018
- Other STBs emerging...
- Midlands Connect STB proposal submission to Government – Winter 18.



**ENGLAND'S
ECONOMIC
HEARTLAND**



Any questions?



Transport Delivery Committee Meeting

Date	14 May 2018
Report title	Safer Travel Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Safer Travel Update Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
Report to be/has been considered by	Cllr Worrall, Chair of Transport Delivery Committee Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the details of the report.
2. Note the overall current crime trends in 3.1-3.4

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the development of the TfWM Control Centre (TCC)
- 1.3 This report will also provide members with an overview of some of the new Powers available to the West Midlands Combined Authority

2.0 Background

- 2.1 The Safer Travel Partnership consists of just over 100 staff brought together from a number of organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.
- 2.2 The Safer Travel Partnership is nationally unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.

3.0 Performance Update

- 3.1 In 2017/18 total recorded bus crime increased by 7% compared to the previous year. This equates to an increase of 185 offences. Most notable increases are in criminal damage and common assault. There has however been a decrease in theft offences during the same time period. It is important however to put these figures into a wider context. During 2017/18 total recorded crime across the whole region increased by 13.8%, so the increases experienced on public transport aren't to the scale experienced within the region more widely.
- 3.2 In 2017/18 total recorded rail crime increased by 18% compared to the previous year. This equates to an increase of 356 offences. This increase should be seen as significant, but does mirror exactly the national picture on the rail network. The most significant increases have been seen in ASB (Birmingham New Street), theft of passenger property (Cross Country train) and vehicle crime. A key target theme was cycle crime, which led to a 12% reduction over the 12 months.
- 3.3 In 2017/18 Total recorded Metro crime increased by just 20 offences. Decreases have been seen across virtually all crime types except common assault and ASB. Metro remains a part of the daily patrol strategy of Safer Travel. Work is underway with the British Transport Police Authority (BTPA) to ensure that there is no disruption in policing during the transfer of Metro services.
- 3.4 Because of the increase in crime on bus and rail, overall Recorded Public Transport Crime is up 12% It is worthy of note that despite this, the increase experienced in the West Midlands is far less than others areas of the country. It is also important to point out that the longer term trend is downward with crime on the bus network having reduced by approximately 70% in the last 10 years and crime on the rail network by over 20%. In addition to this, in the final 2 months of the year, the transport network experienced much lower crime levels than expected.

4.0 Safer Travel Plan

4.1 The Police and Crime Commissioners new Safer Travel Plan (STP) was formally signed off in October 2016 and approved for delivery. Delivery will continue through until 2020. The Safer Travel Plan has 30 deliverables under the 6 main work streams of:

- Reduce Crime, Disorder and ASB
- Further improve Passenger Perception of Personal Safety
- Maximise the benefits from the use of technology
- Ensure a Co-ordinated, Partnership response to issues of Road Safety
- Enhance the use of Civil Interventions
- Improve Passenger Engagement and Communication

4.2 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the next three years, building on the success of the previous Local Transport Policing Plan, whilst incorporating the work of the Central Motorway Policing Group and the Roads Policing Unit.

5.0 Recent Developments and Operations

5.1 Throughout 2017/18 the Safer Travel Partnership have continued to evolve and carry out targeted operations with great success. This has included the addition of a couple of new posts, a slight restructuring of delivery, as well as operations focussed on cycle theft, vehicle crime and criminal damage. A review of demand has led to a new shift pattern being implemented from April 23rd 2018.

5.2 The Safer Travel Partnership now has a dedicated Communications Officer, this role has supported the new use of various forms of social media, development of a new Safer Travel website, new more simple to use reporting facilities for operators and various other media releases. The Safer Travel Partnership also now has a dedicated Education Officer. With around 80% of all public transport related crime affecting those 13-21, this post is critical in ensuring young people understand appropriate behaviour and also understand how to keep themselves safe.

5.3 The Safer Travel Partnership has led on a number of high profile operations including Operation Villis (Criminal Damage), Operation Bale (robbery and ASB) and Operation Snow (Christmas markets and alcohol related disorder).

6.0 TfWM Control Centre

6.1 Built in 2012 for centralisation of monitoring services of TfWM CCTV the TCC has grown significantly with regard to the range of services it provides. TfWM have entered into agreements with London Midland, Chiltern Railways, Solihull MBC and East Staffordshire BC. For London Midland this has meant monitoring 240 CCTV cameras and numerous lift alarms, for Chiltern this has meant the monitoring of 50 CCTV cameras, for Solihull MBC,

this has meant the monitoring and maintenance of their 98 CCTV cameras and managing their Out of Hours phone service. Finally for East Staffs BC has meant the monitoring of their 48 CCTV cameras in Burton and Uttoxeter and their town centre radio system.

- 6.2 In September 2017, the TfWM Control Centre began to receive images from the Walsall MBC public space CCTV system as well as signals from their town centre radio system. TfWM now provide, through their contracts, the staffing, maintenance and management of the Walsall MBC system. The savings achieved by Walsall MBC by moving their service has ensured the sustainability of service for the foreseeable future. Initial operational performance shows some levels of improvement. In addition a sound business case to upgrade their entire system on a spend to save basis is being developed.
- 6.3 In the last few months TfWM have put in place a new 100Mbps link between the TCC and West Midlands Police Events Control Suite. This will improve the emergency response of TfWM in the event of major incident or event. This was utilised during recent EDL and FLA demonstrations in the region.
- 6.4 Whilst the net operational cost of CCTV is approximately £1 million less than in 2011/12, officers are exploring other opportunities to reduce costs and increase income. Additional savings are now being realised in the transmission mode used for the CCTV system in the order of £100k per year.
- 6.5 The entire WMCA/TfWM CCTV system will be fully upgraded to high definition IP by the end of July 2018. The move will not only improve image quality but also open the door to video analytics. Trials are underway to test the video analytics capability of products on the market in the areas of heat mapping, car/passenger counting, average speed, early notice disruption, left luggage, ANPR, trespass and modal share. It is hoped that all of these forms of analytics will support disruption mitigation as well as major events like the Commonwealth Games.

7.0 New West Midlands Combined Authority Powers

- 7.1 The West Midlands Combined Authority (Functions and Amendment) Order 2017 gave the West Midlands Combined Authority (WMCA) numerous powers from May 2017. Included within this Order is the ability for the WMCA to apply for and manage regional Injunctions for anti-social behaviour. This is a concurrent power so would require close coordination with the 7 Local Authorities, however this will overcome previous boundary limited interventions used to date. Whilst Anti-Social Behaviour is legally defined within the Crime and Disorder Act 1998, it is worth noting that this covers all behaviour that is likely to cause alarm, harassment or distress. Any injunctions applied for will be on the basis of last resort, once all other interventions have been explored.
- 7.2 Under section 18 of the Order, the WMCA also now have the concurrent power of enforcing smoking in public places, specifically to include buses and bus stations. Again this power will also include the need to closely coordinate with the 7 Local Authorities. This section of the Order also provides the WMCA the ability to empower other bodies to act on their behalf in regard to this power. Enforcement is by way of a Fixed Penalty Notice.
- 7.3 Both of the powers described in 7.1 and 7.2 have now been approved internally for use, and subject to need will be utilised in the near future.

8.0 Financial implications

8.1 There are no direct financial implications arising from this update report. Any costs incurred or support provided by WMCA from undertaking activity referred to in this report will be from within agreed overall budgets and resources.

9.0 Legal implications

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

10.0 Equalities implications

10.1 There are no direct equalities implications arising from this report

APPENDIX A

Glossary of Terms

Word / Acronym	Explanation
ASB	Anti-Social Behaviour – a type of behaviour that causes alarm, harassment or distress to one or more other people.
CCTV	Closed Circuit TV
IP	Internet Protocol
Local Transport Policing Plan	A plan with 30 objectives signed off and approved by the ITA, Police and Crime Commissioner and British Transport Police Authority. Objectives have the overarching aim of reducing crime and making passengers feel safe on public transport in the West Midlands
NIM	Which stands for National Intelligence Model – is a nationally recognised Policing model based on detailed crime pattern analysis
PC	Police Constable
PCSO	Police Community Support Officer
POP	A crime reduction approach, which focuses on intelligence led interventions, stands for Problem Orientated Policing
Project Empower	Project launched in 2014, with the objective of increasing reporting of, and increased confidence in the reporting of sexual offences on public transport.
Rail Safety Accreditation Scheme	Administered by the British Transport Police, enables those holding the accreditation to hold a number of delegated powers.
Restorative Justice	Restorative justice is an approach to justice that focuses on the needs of the victims and the offenders, as well as involving the community. This contrasts to more punitive approaches where the main aim is to rehabilitate the

	offender and reconcile with the victims and the community, or satisfy abstract legal principles
Safer Travel Partnership	The Partnership of Centro, West Midlands Police, British Transport Police and Operators, tasked with reducing crime and making passengers feel safer
SARA	A crime reduction planning tools, which stands for Scan, Analyse, Respond, Assess.
Special Constables	Volunteer Police Officers. Required to work a minimum of 16 hours a month, receive full constable training and hold full powers of a PC
Year to Date	Crime figures used to compare the like for like time period from the previous year. Year to date figures generally commence 1 st April



Transport Delivery Committee

Date	Monday 14 May 2018
Report title	2018/19 Child Concessionary Travel Scheme and Reimbursement Arrangements
Accountable Chief Executive	Laura Shoaf, Managing Director Transport for West Midlands Email: laura.shoaf@tfwm.org.uk Tel: 0121 214 7444
Accountable Employee	Paula Higgins, Swift & Concessions Scheme Manager Email: paula.higgins@tfwm.org.uk Tel: 0121 214 7006
Report to be/has been considered by	Councillor Worrall, Lead Member for Finance and Performance Monitoring

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- i. Approve the amendments to the Child Travel (Bus) Concession Scheme and the Child Travel (Bus) Concession Reimbursement Arrangements to incorporate 16 to 18 year old apprentices and trainees;
- ii. Approve the publication of an amended 2018/19 Child Travel (Bus) Concession Scheme and the Child Travel (Bus) Concession Reimbursement Arrangements to incorporate the enhanced eligibility.

1.0 Purpose

- 1.1 To seek Committee approval for the changes to the Child Travel (Bus) Concession Scheme and the Child Travel (Bus) Concession Reimbursement Arrangements documents and their publication to be effective from 1st August 2018 to 31st July 2019, inclusive.

2.0 Background

- 1.1. The current Child Travel (Bus) Concession Scheme and the accompanying Reimbursement Arrangements are in operation until 31st July 2018 and currently support three classes of eligible persons who are Residents of the Metropolitan Boroughs of the West Midlands as follows:

- i. Those aged 5-15 years with approximately half adult fare on Monday to Friday from the start of daytime services to before 0930, and from 1500 to before 1800;
- ii. Students aged 16-18 years, as defined by Section 14 of the Education Act 2002, not in receipt of direct income and aged under 18 on the 31 August immediately before the Academic Year concerned. The concession then applies to the end of that Academic Year offering approximately half adult fare on Monday to Friday from the start of daytime services to before 0930, and from 1500 to before 1800; and
- iii. Children and Students (as defined above) who are Disabled (as defined in section 146 Transport Act 2000) and hold a English National Concessionary Travel Pass issued by WMCA will receive free travel Monday to Friday term time only from 0600 to before 0930 if in connection with the school or college curriculum.

- 1.2. Outside of the 2017/18 Child Travel (Bus) Concession Scheme, following a review of the issues of accessing public transport by young people, in September 2017 Transport for West Midlands (TfWM) launched a pilot Apprentice & Trainee offer through a fixed funding pot to operators which provided half fare travel on bus for those aged between 16 and 18 who were undertaking an apprenticeship or trainee course.

3.0 Scheme Amendments - Changes to the Definition of the 'Class of Eligible Persons'

- 1.3. Based on the success of the Apprentice and Trainee pilot, for the 2018/19 Child Travel (Bus) Concession Scheme and the Child Travel (Bus) Concession Reimbursement Arrangements, to be effective from 1st August 2018, members of The Committee are recommended to agree to change the definition of the 'Class of Eligible Persons' from:

Students aged 16-18

Residents of the Metropolitan Boroughs of the West Midlands who are in full-time education as defined by Section 14 of the Education Act 2002, not in receipt of direct income and aged under 18 on the 31 August immediately before the Academic Year concerned. The concession then applies to the end of that Academic Year.

to:

Young persons aged 16-18

Residents of the Metropolitan Boroughs of the West Midlands who must remain in education, employment or training as defined by the Education and Skills Act (2008), and aged under 18 on the 31 August immediately before the Academic Year concerned. The concession then applies to the end of that Academic Year they turn aged 18.

Justification of change

- 1.4. Despite changes to the Education and Skills Act (2008), which from 2015 legislated all those aged 16 to 18 years must remain in full time education, employment or training, young Apprentices and Trainees within this age group were still expected to pay full adult fares in the region despite those in this age group and in full time education being eligible for a half fare discount on bus, train and tram travel through the Child Concessionary Travel Scheme.
 - 1.5. Apprentices and Trainees are paid at the minimum wage which can be as low as £3.50 per hour for those under 19 and are recognised as some of the most financially vulnerable in the region. Their weekly travel costs¹ can be between 15% and 25% of their gross income depending upon whether they just travel by bus or they use all transport modes.
 - 1.6. This issue has been recognised in many other areas around England with Manchester, Merseyside, West Yorkshire and the North East all offering half fare travel to those aged under 19 regardless of whether or not they are in full time education in recognition of the financial challenges faced by this age group.
 - 1.7. The permanent inclusion of 16-18 year old Apprentices and Trainees in this concessionary fare scheme not only ease the barrier to access training, education and employment. It also enables sustainable travel choices, supports the West Midlands Bus Alliance commitment to make bus travel more affordable for young people and wider WMCA objectives such as the Productivity and Skills agenda and the Mayoral commitment to improve the lives of young people.
- 4.0 Scheme Amendments - Inclusion of new reimbursement arrangements due to update of the 'Class of Eligible Persons' outlined above**
- 1.8. The changes to the definition of 'eligible persons' will mean the inclusion of some additional reimbursement arrangements. The Scheme states that the objective of reimbursement '*....under the 1985 Act is to provide that such operators both individually and collectively are no better and no worse off financially than they would be if they did not participate in the Scheme in accordance with the principles set out in the TCSR*'.
 - 1.9. The current scheme reimbursement arrangements work on the premise, taken from evidence from other areas, that in the absence of a scheme, operators would charge current 'eligible persons' two thirds of the full adult fare. The eligible passenger pays half the fare to the operator at the point of travel (or through the purchase of a season ticket) and TfWM pays the difference to take that half fare up to two thirds.

¹ This is based on 36.5 hours per week income of £127.75 against the nBus 1 week price of £19.00 and the nNetwork zone 5 price of £31.50

1.10. However, in the absence of the scheme and prior to the pilot, operators were charging 16-18 year old Apprentices and Trainees the full adult fare therefore we cannot take forward the assumption that operators would charge two thirds of the fare to those made eligible due to this change. To resolve this, TfWM will make an enhanced payment for each newly eligible Apprentice or Trainee that takes up this scheme so that operators receive a level of reimbursement that is equivalent to the full adult fare.

5.0 Bus Consultation

5.1 The Authority must give a minimum of 28 days' notice in writing to operators if they vary the class of eligible person, the nature of the concessions to be provided or the reimbursement arrangements within the Scheme. Subject to The Committee agreeing to changes outlined in this document, draft Scheme documents and arrangements will be issued to all operators and a 28 day consultation period will be undertaken. The consultation period will run from 28 May 2018 to 24 June 2018 and the new scheme will be finalised and published by 1 August 2018.

6.0 Train and tram

6.1 TfWM can compel bus operators to accept the eligibility amendment detailed above subject to ensuring that they are neither better nor worse off. This is using powers within the Transport Act 1985. However, for train and tram operators we do not have the same powers to compel them and as such we have to enter negotiations. Initial discussions with operators have proven positive and it is highly likely that they will accept the amendment – the tram and all train operators took part in the pilot scheme.

7.0 Financial Comments

7.1 The fixed funding arrangement that was put in place with operators for participating in the Apprentice & Trainee pilot offer during the 2017/18 academic year was based upon anticipated take-up by this demographic. Bringing this offer into the Concessions Schemes will mean operator reimbursement is based upon usage and take up rather than a fixed amount which is much more economical and efficient. In addition it ensures the premise meets other concession offers of operators being '*no better or no worse off*' by offering the discount. This becomes a much more cost effective option for the Authority and safeguards the longevity of the offer in place for young people

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

8.0 Legal Implications

1.11. 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); and
- iii. Travel Concession Scheme Regulations 1986

1.12. Legal implications have been considered within the body of this Report and there are no further direct implications arising.

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WEST MIDLANDS
COMBINED AUTHORITY

Transport Delivery Committee

Date	14 May 2018
Report title	Financial Monitoring Report
Accountable Director	Sean Pearce Director of Finance Tel 0121 214 7936 Email - Sean.Pearce@wmca.org.uk
Accountable employee(s)	Linda Horne, Head of Finance & Business Planning Tel 0121 214 7508 Email Linda.Horne@wmca.org.uk
Report to be/has been considered by	Cllr Worrall (Lead Member- Finance and Performance Monitoring)

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the final revenue expenditure outturn for 2017/18 subject to audit shows a favourable variance of £409,000 compared to budget and a minor adverse variance of £11,000 against the full year favourable forecast of £420,000.
2. Note that total capital expenditure to the end of March 2018 within the overall transport programme was broadly in line with the budget of £67 million.
3. Note that the treasury indicators are within expected range and there are no issues to highlight.

1.0 Purpose

1.1 This report sets out the full year outturn expenditure for 2017/18 subject to audit and is the sixth and final monitoring report for the 2017/18 financial year. The content relates to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets. The report consists of the following Sections:

Section A Summary TFWM Revenue Budget

Section B Summary TFWM Capital Budget

Section C Treasury Management Indicators

SECTION A

2.0 Summary Revenue Position

2.1 Overall there is a favourable variance against budget of £409k (less than 0.35% variance from total budgeted expenditure) following a transfer to reserves for £4.8m and the £265,000 rebate to Constituent Authorities (as reported at previous committee) that were both approved by the WMCA Board in February. The Budget for 2018/19 sets out plans to use this £4.8 million saving to support the Transport Revenue Budget during the period 2018/19-2020/21. This was primarily as a result of savings on capital financing costs, following a change in the WMCA Minimum Revenue Provision policy, that was approved by the WMCA Board in November 2017.

2.2 The final outturn is only a minor adverse variance of £11,000 against the £420,000 favourable full year forecast position after taking into account the transfer to reserves of £4.8m.

2.3 Year to Date and Full Year Variances:

The following are a summary of the main movements within the categories of spend set out in the table following paragraph 2.4.

Concessions:

The favourable outturn variance of £1.643m year to date and favourable forecast movement of £288,000 are as previously reported mainly as a result of savings on the national bus concession scheme owing to lower patronage, and the release of provisions within the Child, Metro and Rail Concessions budget for fare and patronage increases that were no longer required.

Bus Services:

The adverse outturn variance of £464,000, a £138,000 adverse movement from the forecast, is as previously reported due to a number of infrastructure cost pressures as a result of increased maintenance requirements, lower income from Bus Station departures due to lower numbers of departures taking place and some increased cost pressures on the Subsidised Bus budget due to network changes and inflationary pressures.

Rail and Metro services:

The adverse outturn variance of £516,000 (a favourable movement from forecast of £63,000) is largely due to the previously reported provision set aside within Metro Operations for Midland Metro Limited mobilisation. This is partly offset by the Bromsgrove Rail Station favourable outturn variance which as previously reported is due to greater grant income from the Department for Transport in relation to the long term fixed charge that partly funds the investment in the new station along with lower Station maintenance related costs.

Integration:

The adverse outturn variance of £375,000 (an adverse movement from forecast of £48,000) mainly consists of infrastructure cost pressures related to Passenger Information as previously reported and initial costs relating to Transport re-branding.

Network Resilience

The adverse outturn variance of £76,000 is due to initial scoping and early mobilisation activity undertaken in the latter part of the year with costs for 2018-19 built into the approved Transport Delivery revenue budget.

Business Support Costs

The favourable outturn variance of £144,000 is as previously reported primarily as a result of savings within staff costs due to restructures that were implemented at the start of the year and some vacant posts as well as higher than budgeted investment income due to more favourable cash balances. The £112,000 adverse movement from forecast is due to some increased maintenance requirements at 16 Summer Lane and restructuring costs.

Policy and Strategy and Elected Member Services

The adverse outturn variance of £72,000 is as previously reported due to costs of items of work that have been undertaken externally that are funded from savings elsewhere within the Transport Levy budget.

Finance Costs:

The favourable outturn variance of £5.190m is as previous reported, largely due to a £4.8m saving in the Capital Finance MRP charges as a result of the WMCA Board approval to the change in policy in November 2017 and interest savings on long term borrowing costs, As mentioned earlier within this report the Budget for 2018/19 set out plans to use this £4.8 million saving to support the Transport Revenue Budget during the period 2018/19-2020/21.

- 2.4** The 2017/18 annual accounts are now being prepared with the External Audit due to commence from 8 May 2018 and final approval due by WMCA Audit, Risk and Assurance Committee on 21 June 2018.

	2017/18 Outturn			2017/18 Outturn		
	Actual £'000	Budget £'000	Variance £'000	Actual £'000	Forecast £'000	Variance £'000
INCOME						
Transport Levy	121,542	121,542		121,542	121,542	()
Total Income	121,542	121,542		121,542	121,542	()
EXPENDITURE						
Concessions						
National Bus Concession	51,468	52,519	1,051	51,468	51,619	151
Metro / Rail	4,187	4,409	222	4,187	4,290	103
Child Concession	9,292	9,609	317	9,292	9,303	10
Passes and Permits	(56)	(3)	54	(56)	(32)	24
	64,891	66,534	1,643	64,891	65,179	288
Bus Services						
Bus Stations / Infrastructure	4,571	4,213	(359)	4,571	4,518	(53)
Subsidised Network	7,820	7,772	(48)	7,820	7,793	(27)
Tendering / Monitoring	877	816	(61)	877	820	(58)
Accessible Transport	7,365	7,369	4	7,365	7,365	()
	20,635	20,171	(464)	20,635	20,497	(138)
Rail and Metro Services						
Metro	2,172	1,408	(763)	2,172	2,224	52
Rail Operations	279	191	(89)	279	271	(9)
Car Park and Ride	1,421	1,426	5	1,421	1,423	2
West Midlands Rail	312	316	4	312	289	(23)
Bromsgrove Rail Station		326	326		40	40
	4,184	3,668	(516)	4,184	4,247	63
Integration						
Safety and Security	874	924	50	874	923	49
Passenger Information	5,874	5,531	(343)	5,874	5,773	(101)
Sustainable Travel	142	60	(82)	142	145	3
	6,890	6,514	(375)	6,890	6,841	(48)
Network Resilience	76		(76)	76		(76)
Business Support Costs	3,908	4,052	144	3,908	3,796	(112)
Policy and Strategy and Elected Member Services	2,146	2,075	(72)	2,146	2,149	2
Finance Charges						
Finance Costs	10,531	15,673	5,142	10,531	10,538	7
Deregulation Pension Costs	1,307	1,356	49	1,307	1,310	3
Transport Development	1,500	1,500	()	1,500	1,500	()
	13,338	18,529	5,190	13,338	13,348	10
Total Expenditure	116,068	121,542	5,474	116,068	116,057	(11)
Contribution to reserves	5,065		(5,065)	5,065	5,065	
Net	409	()	409	409	420	(11)

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 The overall TfWM Capital Programme expenditure out-turn was marginally below the £67.3 million budget at the end of March 2018, and £2.8 million (4%) below the forecast for the year primarily contained within the Investment Programme portfolio where there were minor variations to the anticipated spend across the programme.

	ACTUAL VS BUDGET			ACTUAL VS FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
TfWM Delivered Investment Programme Schemes	53,302	52,795	(507) 1%	53,302	55,122	1,820 3%
TfWM Other Major Schemes	2,100	2,800	700 25%	2,100	2,749	649 24%
TfWM Minor Works Programme	5,630	5,343	(287) 5%	5,630	5,797	167 3%
TfWM Administered Programme	6,300	6,583	283 4%	6,300	6,491	191 3%
TOTAL	67,332	67,521	189 0%	67,332	70,159	2,827 4%

3.2 The TfWM Delivered Investment Programme portfolio contains schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.

3.3 Investment Programme scheme expenditure at the end of March totalled £53.3m which was marginally higher than the end of year budget. The variance mostly consists of accelerated expenditure on the Metro Wednesbury to Brierley Hill Extension and Edgbaston Metro Extension, offset by deferral of activity against the Wolverhampton City Centre Metro Extension to allow some synchronising with the wider Wolverhampton Interchange Project. The Sprint Network Programme was under budget, primarily due to a change in delivery approach, encompassing a second Phase on the Hagley Road Scheme, which has held up the commencement of early works. Bilston Road Track Replacement was delivered on time under budget.

3.4 The Investment Programme out-turn was £1.8m (3%) below the forecast. The most notable variance related to Bilston Road Track Replacement (£0.8m), where settlement of final accounts facilitated the release of estimates in March 2018. There were minor variations across the range of Metro Extensions within the Programme.

3.5 Spend against the TfWM Other Major Scheme programme totalled £2.1m, which was £0.7m behind the budget of £2.8m to the end of March 2018. This was primarily due to the release of prior year construction estimates relating to the Birmingham City Centre Metro Extension. The uncertainty around when these would be finalised is the main contributor to the forecast variance also.

3.6 Spend against the TfWM Minor Works Programme was marginally above budget (£0.3m), and slightly below forecast (£0.2m). Within the headline variances are a number of offsetting variances across the Programme.

3.7 The TfWM Administered Programme consisted mostly of the phase one National Productivity Investment Fund (NPIF) DfT funded programme delivering improvements to the regional highway network via grants made to Local Authorities via WMCA. The financial position on this programme showed a saving of £0.3m against budget, and a marginal reduction against Forecast at the end of March 2018.

TfWM Delivered Investment Programme Schemes

TfWM Delivered Investment Programme Schemes	ACTUAL VS BUDGET			ACTUAL VS FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
<u>HS2 Connectivity Programme:</u>						
Bilston Road Track Replacement Phase 2	14,095	15,699	1,604	14,095	14,858	763
Rail Investment	255	208	(47)	255	207	(48)
Rail Project Development	332	350	18	332	352	20
Sprint Network	1,189	3,137	1,948	1,189	1,047	(142)
Metro Centenary Square Extension	11,224	11,423	199	11,224	11,262	38
Metro Wolverhampton City Centre Extension	5,537	8,500	2,963	5,537	5,138	(399)
Metro Edgbaston Extension	10,501	7,643	(2,858)	10,501	11,352	851
<u>Other TfWM Investment Programme Schemes</u>						
Metro Birmingham Eastside Extension	1,760	1,678	(82)	1,760	2,033	273
Metro East Birmingham to Solihull Extension	3,061	2,024	(1,037)	3,061	3,856	795
Metro Wednesbury to Brierley Hill Extension	5,347	2,133	(3,214)	5,347	5,017	(330)
TOTAL	53,302	52,795	(507) [£]	53,302	55,122	1,820 [£]

3.8 Expenditure against TfWM delivered Investment Programme schemes totalled £53.302m at the end of March 2018 which was £0.507m greater than the budget of £52.795m. The main contributors to the variance were as follows:

- Wednesbury to Brierley Hill Metro Extension (£3.214m) due to acceleration of design works ahead of the original schedule.
- Edgbaston Metro Extension (£2.858m) due to acceleration of utilities works versus the original schedule, following approval of scheme funding by DfT in September 2017.
- East Birmingham to Solihull Metro Extension (£1.037m), due to acceleration of preliminary design works to the original schedule, following approval of scheme funding by DfT
- Wolverhampton Metro Extension (£2.963m) due to a deferral of activity on site following agreement of a revised construction strategy to align with the delivery of the overall Interchange Project programme.
- Sprint Network (£1.948m) due to a review of the delivery approach for the Hagley Road scheme.
- Bilston Road Track Replacement (£1.604m) due to the project being completed on time at a saving to budget.

3.9 The Investment Programme out-turn was £1.8m below the forecast. The main contributors to the variance were as follows:

- Edgbaston Metro Extension (£0.851m) due to minor slippage of Design works arising due to resourcing. In addition, land purchase negotiations at the Hyatt and Five Way roundabout were anticipated to be concluded in March 2018, but will not now be completed until May 2018.
- East Birmingham to Solihull Metro Extension (£0.795m) due to slippage in progression of Survey works.
- Bilston Road Track Replacement (£0.763m) where settlement of final accounts facilitated the release of over estimated costs in March 2018.

Other Major Works

TfWM Other Major Schemes	ACTUAL VS BUDGET			ACTUAL VS FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Birmingham City Centre Metro Extension	(70)	800	870	(70)	785	855
Birmingham Interchange	(14)	0	14	(14)	(14)	0
Longbridge Connectivity Package	2,181	2,000	(181)	2,181	1,978	(203)
Connected and Autonomous Vehicles	3	0	(3)	3	0	(3)
TOTAL	2,100	2,800	700	2,100	2,749	649

3.10 Spend against the Other Major Works Programme to the end of March was £0.7m below budget. The main variance relates to Birmingham City Centre Extension (£0.870m), owing to the release of prior year construction estimates following settlement with the Contractor. The uncertainty around when this would be finalised is the reason for the forecast variance as well. Offsetting the above, there was an overspend relating to the Longbridge Connectivity Package which will be funded from the overall funding proposal from the scheme following approval to the budget on the 9th February.

3.11 The variance to forecast mirrors the variance explanations identified above.

Minor Schemes Programme

TFWM Minor Works Programme	ACTUAL VS BUDGET			ACTUAL VS FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
On Street Infrastructure	801	801	0	801	804	3
Bus Stations & Interchange	290	253	(37)	290	255	(35)
Other	146	94	(52)	146	145	(1)
Bus / Rail Park & Ride	461	768	307	461	483	22
Total Asset Renewal / Replacement	1,698	1,916	218	1,698	1,687	(11)
Infrastructure	89	150	61	89	89	0
Tram Improvements	(32)	62	94	(32)	(32)	0
Park and Ride	87	201	114	87	86	(1)
Total Metro Minor Works	144	413	269	144	143	(1)
Other	36	50	14	36	32	(4)
Rail Stations	155	56	(99)	155	133	(22)
Bus Stations & Interchange	251	259	8	251	213	(38)
Sustainable Travel	53	46	(7)	53	50	(3)
Total Project Development	495	411	(84)	495	428	(67)
Cycling & Walking	128	221	93	128	116	(12)
LSTF Programme	(36)	0	36	(36)	0	36
MST Programme	1,824	500	(1,324)	1,824	1,874	50
Total Sustainable Travel	1,916	721	(1,195)	1,916	1,990	74
ICT Programme	32	40	8	32	46	14
ICT Programme	74	80	6	74	74	0
Other Corporate Systems	(9)	108	117	(9)	(12)	(3)
Total Systems	97	228	131	97	108	11
Swift	36	76	40	36	52	16
Total Ticketing	36	76	40	36	52	16
Bus Stations & Interchange	1	0	(1)	1	1	0
Highway & Reliability Improvements	206	233	27	206	208	2
On Street Infrastructure	781	1,086	305	781	918	137
Total Transforming Bus Travel	988	1,319	331	988	1,127	139
Bromsgrove Station	24	0	(24)	24	27	3
Park & Ride	158	154	4	158	157	(1)
Total Transforming Rail Travel	182	154	(20)	182	184	2
Interchange Signage	74	105	31	74	78	4
Total Wayfinding / Signage / Public Realm	74	105	31	74	78	4
GRAND TOTAL	5,630	5,343	(287) %	5,630	5,797	167 %

3.12 The Minor Scheme Programme spend to the end of March was marginally (£0.287m) above the budget of £5.630m. There are some compensating variances at scheme level within the programme, with the significant variances of note being as follows:

- Managing Short Trips (MST) Programme (£1.324m) , a package of sustainable travel measures including works to canal towpaths has incurred costs in advance of the budget profile as works have been accelerated within overall budget allocations.
- Bus / Rail Park and Ride Asset Replacement (£0.307m) mostly (£0.193m) due to progression of the Park and Ride expansion programme being subject to a scheduling and prioritisation exercise based on West Midlands Rail commissioned market research.

- On Street Infrastructure (£0.305m) in the Transforming Bus Travel Programme where the roll-out of Digital Advertising (£0.151m) has been rescheduled to be delivered during May / June 2018.

3.13 The Minor Scheme Programme out-turn for 2017/18 was £0.167m below forecast. This consisted of mainly minor variances against a number of projects.

Administered Schemes Programme

TfWM Administered Programme	ACTUAL VS BUDGET			ACTUAL VS FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
TfWM Administered Programme	6,300	6,583	283 4%	6,300	6,491	191 3%

3.14 The TfWM Administered Programme mainly consisted of the phase one National Productivity Investment Fund (NPIF) DfT funded programme delivering improvements to the regional highway network via grants made to Local Authorities via WMCA. An overall target saving was achieved (£0.283m) against budget, with only minor variations to forecast.

SECTION C

4.0 Summary Treasury Indicators

4.1 Appendix 1 below details the Treasury Management out-turn highlights and sets out the forecast for the coming years as per the agreed Treasury Management Strategy. It should be noted that overall borrowings and investments are within the expected ranges.

Appendix 1 : Summary Prudential Indicators

£000	2017 / 2018			2018 / 2019 TM Strategy			Notes
	Actual	Previous Forecast	Treasury Strategy	2018/19 Forecast	2019/20 Forecast	2020/21 Forecast	
Affordability							
Ratio of financing costs to net revenue stream:							Financing costs are at lower than expected levels due to effective cash management enabling WMCA to avoid additional borrowing requirements. Increases in financing costs are driven by the need to fund the Investment Programme and the projected receipt of borrowing powers from Government. Net revenue streams include assumptions for Business Rates income.
(a) financing costs	9,855	9,695	15,109	13,100	19,200	24,800	
(b) net revenue stream	166,142	161,200	158,042	172,900	178,000	177,500	
Percentage	5.93%	6.01%	9.56%	7.58%	10.79%	13.97%	
Prudence							
Gross borrowing and the capital financing requirement:							As detailed above, gross borrowing in 17/18 was lower than budgeted but is expected to increase as the Investment Programme delivery intensifies. The Capital Financing Requirement remains within expected tolerances.
Gross Borrowing	160,289	205,093	229,858	460,220	636,340	856,444	
Capital Financing Requirement (Gross borrowing in year 2018/19 must not exceed year CFR in 2020/21)	220,552	251,563	256,085	507,000	683,400	903,900	
Capital Expenditure, External Debt and Treasury Management							
Capital Expenditure	73,790	71,310	171,211	298,400	302,800	397,100	Capital expenditure is expected to increase as the Investment Programme delivery intensifies.
Operational boundary for external debt							The Operational and Authorised limits set parameters around WMCA borrowing ceiling. These levels are within the boundaries of the agreement WMCA have agreed with HM Treasury in relation to the debt cap.
Operational boundary for borrowing	243,289	205,093	312,305	460,200	636,300	856,400	
Authorised limit for external debt							
Authorised limit for borrowing	243,289	205,093	312,305	547,000	783,300	1,042,000	
Interest rate exposures							The upper limits detailed exist to protect WMCA from over exposure to variable rate limits and long term secure investments. The upper limit on investments over 364 days has been increased to allow more flexibility in Treasury Management practices as the scope of the WMCA Treasury function increases following the first devolution deal.
Upper limit on fixed rate exposures	100%	100%	100%	100%	100%	100%	
Upper limit on variable rate exposures	30%	30%	30%	30%	30%	30%	
Investments longer than 364 days							
Upper limit	8,000	8,000	8,000	10,000	10,000	10,000	



WEST MIDLANDS
COMBINED AUTHORITY

Transport Delivery Committee

Date	14 May 2018
Report title	Capital Programme Delivery Monitoring Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	Councillor Richard Worrall

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note achievements since the April 2018 meeting of the Transport Delivery Committee.
2. To note the progress of deliverables under the 2017/2018 Capital Programme.
3. To note, where indicated, any variations from the baseline programme.

1.0 Purpose

- 1.1 To provide this committee with a progress monitoring update on the approved TfWM led 2017 / 2018 programmes and projects.
- 1.2 The financial aspects of the TfWM Capital Programme are reported separately under the Financial Monitoring Reports to this committee.

2.0 Background

- 2.1 The 2017/2018 Capital Programme was approved by WMCA Board as part of the wider Transport Plan on 17th March 2017.
- 2.2 The ITB allocation for 2017/2018 has been fully utilised on continuing committed schemes and in attempting to manage the existing asset base with respect to replacement and or renewal of life expired/obsolete equipment, in order to endeavour to maintain a steady state of asset condition across the estate.
- 2.3 The Capital Programme in 2017/2018 has been a transitional programme which has focussed on bringing existing schemes to a conclusion to allow TfWM to re-focus subsequent programmes towards supporting Asset Management, Network Resilience and Capacity Enhancement projects from April 2018.
- 2.4 Attached to this report (Appendix 1) is the detailed monitoring report for the March 2017 TfWM Capital programme outlining deliverables, indicating the baseline date with an indication of the current forecast date with a RAG indicator.

3.0 2017/18 Achievement Summary

- 3.1 A significant number of elements within the 2017/18 Capital Programme have been completed. These achievements are set out below:

Transforming Bus Travel

TBT Highway Scheme Development (Bus reliability and punctuality)
TBT Platinum Route RTI Equipment Upgrades
Digital Advertising Panel rollout
Network Wide SWIFT Procurement
Network Wide SWIFT Vending
Traffic Signal Technology, Solihull Contribution

Information and Mapping

Interconnect Development

Asset Management

North Walsall Cutting and Stourbridge Junction Structural Improvements
Metro Line One CCTV Replacement
Network Wide Rail RTI – Life Expired Replacements
Park & Ride Resurfacing
Walsall Mid Life Refurbishment (Lighting)

Project Development Programme

CCTV Shared Services Development
Walsall Town Centre Interchange Feasibility Study

Metro Programme

Metro Line One Upgrade

Swift

Swift has enjoyed a very successful year in 2017/18 with journeys increasing to almost 40 million per year. In time for the start of the academic year Swift was made available for children and those aged 16-18 in full time education. Swift also supported the introduction of reduced fares for young people in apprenticeships helping to ensure that they are not deterred from taking these up and seeing them through to completion. Swift was introduced to Redditch as part of the work to support non-constituent members. The Swift kiosk in Wolverhampton has proved very popular with customers telling us that they really appreciate the opportunity to purchase 24 hours per day. All of this has strengthened Swift's position as the largest and most successful scheme of its kind in the UK.

4.0 Schemes in Development & Delivery

4.1 The Capital Programme for 2017/18 has included a number of rolling programmes and longer term deliverables. These are set out below:

Transforming Bus Travel

TBT Birmingham City Centre Shelter Design Optimisation
Network Wide P&R Lighting Enhancements

Information and Mapping

New Street Station Totems

Systems Architecture Programme

ICT Rolling Programme – IT service management

Asset Management

Network Wide Bus Station Refurbishment Phase 1
Network Wide CCTV Infrastructure Upgrade
Network Wide P&R Resurfacing Programme
Network Wide P&R upgrades (cycle facilities and height restrictions)

Project Development Programme

Dudley Interchange
Bradley Lane P&R
Network wide Park & Ride Expansion Developments
Tipton Park & Ride

5.0 2018/19 Capital Programme

5.1 The 2018/2019 Capital Programme was approved by WMCA Board as part of the wider Transport Plan on 9th February 2018. Funding has been allocated to projects supporting Asset Management, Network Resilience and Capacity Enhancement.

5.2 The TfWM ITB Capital Programme 2018/19 is contained within Appendix 2 and going forward will also include the rolling programme schemes listed in section 4.

6.0 Variations to Baseline Programme

6.1 There are no variations to the baseline programme in this reporting period.

7.0 Financial implications

7.1 The detailed financial aspects of the TfWM 2017/2018 Capital Programme are reported separately under the Financial Monitoring Report to this Committee. A summary of the final year position in financial terms is, however, attached to this report as Appendix 3.

8.0 Legal implications

8.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise moving forward into 2018/2019.

9.0 Equalities implications

9.1 There are no equality implications arising from the recommendations set out in this report. However, Anna Sirmoglou will support as project requires any deliverables within the 2018/2019 capital programme

10.0 Appendices

APPENDIX 1 – Progress of Deliverables against 2017/18 Baseline Programme

APPENDIX 2 – Summary of new projects to be delivered as part of the 2018/19 Capital Programme

APPENDIX 3 - Capital Programme and Financial Summary

10.0 Glossary of Terms

BCC = Birmingham City Council

BCCI = Birmingham City Centre Interchange

CA = Combined Authority

CC = City Council

CCTV = Closed Circuit Television

DfT = Department for Transport

HIL = Highway Improvement Line

HOPS = Host Operator or Processing System

HoT = Heads of Terms

HS2 =High Speed 2

ICT = Information and Communications Technology

IT = Information Technology

ITB = Integrated Transport Block

LED = Light Emitting Diode

NR = Network Rail

OBC = Outline Business Case

OJEU =Official Journal of the European Union

P & R = Park and Ride

[PUBLIC]

RTI = Real Time Information

TBT = Transforming Bus Travel

TWA = Transport and Works Act

WMCA = West Midlands Combined Authority

Transport Delivery Committee Dashboard

April 2018 version 1

Capital Projects Delivery Status

2017/18 Programme Summary							
	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Strategic Economic Plan							
1	Snow Hill 3 rd Access	Development		March 2019			Development work is currently underway and tenders are on track to go out at the end of April for GRIP 4-8. TfWM streamlining processes with NR and we are aiming for construction to start at the end of the year.
2	Snow Hill Public Realm	Contribution					Report presented to Birmingham City Council Cabinet on 27 March 2018 which approved the Project Definition Document (PDD).
3	Metro Wolverhampton City Centre Extension	Contribution					
Transforming Bus Travel							
4	TBT Wolverhampton City Centre Shelters	Delivery		May 2018			Project has been rolled over. Due to the on-going plans in WCC the original sites chosen to upgrade were deemed unfeasible. Due to the fluid future developments for the City the delay has been in identifying alternative suitable sites. We have a now identified the sites with partners at CWC and Clear Chanel with a view to deliver before end of May. Shelter removal will commence 26-04 – Shelter installation commence 21/05
5	TBT Birmingham City Centre Shelter Design Optimisation	Rolling Programme					Works continue to update and manage the City Centre Shelters. Work to date has included optimising existing City Centre shelters to improve roof arrangement, New shelters Moor Street QueensWay and High Street.
6	TBT Highway Scheme Development (Bus reliability and punctuality)	Complete					Project fully committed and completed as per re-based programme and budget agreed at November Leadership Team
7	Digital Advertising Panel rollout	Complete					TfWM have completed the planned installation of 20 shelters with digital advertising panels and plan to roll out a further 15 sites by the end of June 2018.
8	TBT Platinum Route RTI Equipment Upgrades	Complete					Project completed on the 18 th January 2018
9	Network Wide SWIFT Procurement	Complete					
10	Network Wide SWIFT Vending	Complete					
11	Traffic Signal Technology, Solihull Contribution	Contribution					
12	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	08/08/2018	08/08/2018	Green	Same	WMT have now aligned a resource to assist with the design review for the remaining 5 sites. Subject to design approval off WMT, Landlords consent will be submitted early April. 2018
Information & Mapping							
13	New Street Station Totems	GW 5 Delivery and Handover	13/06/2018	13/06/2018	Green	Same	Installation is scheduled to commence 09/04/18.
14	Interconnect Development	Complete					
Systems Architecture Programme							
15	ICT Rolling programme – IT service management	Rolling Programme	March 2018	March 2018	Green		<ul style="list-style-type: none"> • Service Management - New system and services for ICT • Replacement hardware • Continuation of Cyber Security Project
Asset Management							

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
16	North Walsall Cutting and Stourbridge Junction Structural Improvements	Complete					
17	Network Wide Bus Station Refurbishment Phase 1	Design and Delivery	March 2019	March 2019	Green	Same	Walsall St Pauls mid-life refurb. Following detailed customer feedback, TfWM will be looking to improve the seating and flooring in the bus stands and remove the current furniture and concrete walls which make the customer waiting areas feel very restricted. Full toilet refurbishment, enhanced cycling facilities, RTI and a full site repaint are also being considered. Costs have been gathered for these works and an implementation programme is now being developed. Quotations from suppliers are being sourced for implementation in Summer 2018.
18	Metro Line One CCTV Replacement	Complete					
19	Network Wide CCTV Infrastructure Upgrade	GW 5 Delivery and Handover	21/09/2018	21/09/2018	Green	Same	Funding for phase 2 has been secured and commenced. At present 35 of the 44 sites programmed for upgrade have now been completed and the remaining is forecast for completion in July 2018.
20	Network Wide Rail RTI – Life Expired Replacements	Contribution to TOC					
21	Network Wide P&R Resurfacing Programme	Rolling Programme	28/03/18	23/03/18	Green	Same	Resurfacing works at Shirley, Marston Green, Yardley Wood and Sutton Coldfield station car parks is complete.
22	Network Wide P&R upgrades (cycle facilities and height restrictions)	Rolling Programme	March 2017	March 2018	Green		Life-expired replacement of assets across our P&R sites, prioritisation activity underway poster case, fencing, signage, cycle shelters and cycle lockers.
Project Development Programme							
23	CCTV Shared Services Development	On Hold					Project currently is on hold as this piece of work is now under consideration of the wider Regional Integrated Command Centre Project
24	Dudley Interchange	GW -1 Sponsors Remit		01/06/2021	Green	Improved	Draft Duncan Edwards Way junction design agreed in principle with Systra / Portersfield Developer. Portersfield to submit Planning Application based upon this junction. CPO details given to DMBC to progress with land acquisition. BIM execution plan under development. Further development funding for this scheme has been confirmed and allocated as part of the 2018/19 Capital Programme
25	Walsall Town Centre Interchange Feasibility Study	On Hold					Scheme on hold until Walsall Council advise of their intentions.
26	Bradley Lane P&R	GW 4 Procurement	18/03/2019	18/03/2019	Green	Same	A Change Request for additional funding to enable scheme progression has been approved and the project will continue to be developed.
27	Network wide Park & Ride Expansion Developments	Development / feasibility		31/03/2018	Green	Same	TfWM currently awaiting feedback from Highways at Solihull to progress the Whitlocks End Expansion scheme. Desk top demand feasibility work looking at Sandwell & Dudley and Tame Bridge car parks has been undertaken by TfWM and will be presented to Local Authority partners. Park and ride expansion is being influenced by the Park and Ride strategy in development by Director of Policy, Strategy and Innovation team.
28	Tipton Park & Ride	GW 1 Project Brief		14/10/2020	Green	Same	Detailed design phase ongoing as per schedule, estimated completion July 2018.
Metro Programme							
29	Metro Line One Upgrade	Contribution					
30	Tram WIFI Ground Infrastructure Improvements	Complete					

APPENDIX 2 – 2018/2019 Capital Programme Summary – New Projects to be developed

2018/19 Programme Summary			
	Project Name	Funding Allocation (£m)	Project details
1	Making the KRN Safer for all users and managing congestion on the KRN	0.750	Working with the Mayor and Local Authorities to improve safety on the KRN.
2	Network Wide Cycling Programme	0.125	To improve bus cycle routes and facilities across the region to encourage multi modal integration and access to the network.
3	Dudley Bus Station (Andy Thurpp)	0.200	Redevelopment of the bus station to incorporate integration with the planned Metro extension
4	Snow Hill 3 rd Access (KP)	£1.100	Providing a 3rd access to Snow Hill Station allowing for seamless interchange with rail and Metro as well as improving the public realm of the area.
5	Transforming Bus Travel (Edmund Salt)	0.500	Provide a faster and more punctual bus journey, and improving bus infrastructure for a better all-round bus experience
6	Positively Reviewing Bus Lanes (Danny G)	0.050	Review of bus lanes to ensure existing schemes are working for all road users and development of route strategies to examine and identify further measures to mitigate and maximise the efficiency of the scheme, taking account of expected growth
7	Perry Barr Interchange	0.200	Tenders for GRIP 2-4 have been reviewed and evaluated. Commercial assessment is currently underway with a view to award the contract early May.
8	Asset Management System (Jemma H)	0.100	Development of the in-house asset management system to allow integration with the Metro asset management.

Project Delivery Confidence Assessment (DCA) Definitions

G	Successful delivery of the project/programme to time, cost and quality appears highly likely and there are no major outstanding issues that at this stage appear to threaten delivery significantly
G/A	Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery
A	Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not present a cost/schedule overrun
A/R	Successful delivery of the project/programme is in doubt with major risks or issues apparent in a number of key areas. Urgent action is needed to ensure these are addressed, and whether resolution is feasible
R	Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage do not appear to be manageable or resolvable. The project/programme may need re-base lining and/or overall viability re-assessed

Appendix 3 Financial Summary

TfWM Integrated Transport Block Programme Out-turn

TfWM Minor Works Programme	VARIANCE TO BUDGET			VARIANCE TO FORECAST		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Metro Wolverhampton City Centre Extension	0	586	586	0	586	586
Total TfWM Delivered Investment Programme Schemes	0	586	586	0	586	586
Network Wide P and R Resurfacing Programme	343	379	36	343	350	7
Network Wide Bus Station Refurbishment Phase 1	290	253	(37)	290	255	(35)
Network Wide P and R Lighting Enhancement	29	0	(29)	29	36	7
Network Wide Park and Ride Upgrades (Cycle Facilities Height Restrictors)	42	150	108	42	50	8
North Walsall Cutting and Stourbridge Junction Structural Improvements	4	94	90	4	4	0
Network Wide CCTV Refresh and Installation (inc APNR)	771	774	3	771	774	3
Network Wide Rail RTI- Life Expired Replacements	29	27	(2)	29	29	0
Network Wide Park and Ride Expansion Developments -Phase 2	47	240	193	47	48	1
North Walsall Cutting	142	0	(142)	142	140	(2)
Total Asset Renewal / Replacement	1,697	1,917	220	1,697	1,686	(11)
Metro Line One Upgrade	89	148	59	89	148	59
Metro Line One CCTV Replacement	0	2	2	0	0	0
Bradley Lane Park and Ride	87	201	114	87	86	(1)
Tram Wifi Ground Infrastructure Improvements	(32)	62	94	(32)	(32)	0
Total Metro Minor Works	144	413	269	144	202	58
Dudley Bus Station Development	245	256	11	245	208	(37)
Walsall Town Centre Interchange Feasibility Study	5	3	(2)	5	6	1
CCTV Shared Services Development	32	50	18	32	32	0
Total Project Development	282	309	27	282	246	(36)
ICT Rolling Programme	32	40	8	32	46	14
WMCA Asset Management System	(9)	108	117	(9)	(12)	(3)
ICT Service Desk	70	70	0	70	70	0
ICT Cyber Security Project	3	10	7	3	3	0
Total Systems	96	228	132	96	107	11
Network Wide Swift Procurement	29	57	28	29	33	4
Network Wide Swift Vending	7	20	13	7	20	13
Total Ticketing	36	77	41	36	53	17
TBT Wolverhampton City Centre Shelters	0	42	42	0	48	48
TBT Birmingham City Centre Shelter Design Optimisation	120	131	11	120	131	11
TBT Platinum Route RTI Equipment Upgrades	412	512	100	412	456	44
TBT Highway Scheme Development (Bus reliability and punctuality)	200	208	8	200	182	(18)
Solihull Traffic Signal Technology	0	5	5	0	0	0
Digital Advertising Panel Rollout	105	402	297	105	292	187
Total Transforming Bus Travel	837	1,300	463	837	1,109	272
Tipton Park & Ride	160	154	6	160	158	(2)
Snow Hill 3rd Access	15	50	35	15	0	(15)
Snow Hill Public Realm	0	50	50	0	0	0
Perry Barr Station and Interchange Development	131	0	(131)	131	122	(9)
University Station Improvement Project	25	0	(25)	25	12	(13)
Total Transforming Rail Travel	331	254	(65)	331	292	(39)
New Street Station Totems	21	45	24	21	19	(2)
Interconnect development	54	60	6	54	60	6
Total Wayfinding / Signage / Public Realm	75	105	30	75	79	4
Other Minor Schemes & Retentions	26	0	(26)	26	0	(26)
Total Other	26	0	(26)	26	0	(26)
GRAND TOTAL	3,524	5,189	1,677	3,524	4,360	836

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Transport Delivery Committee

Date	14 May 2018
Report title	Rail Business Report
Accountable Director	Malcolm Holmes, Interim Director of Rail, Transport for West Midlands Email malcolmholmes@westmidlandsrail.com Tel 0121 214 7058
Accountable Employee	Tom Painter, Head of Franchise Management Email tompainter@westmidlandsrail.com Tel: 07432104161
Report to be/has been considered by	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 February and April 2018.

3.0 Section B – Rail Reorganisation

3.1 The combined TfWM and WMR rail team has now been in existence for over half a year. A Task and Finish Group has been created to oversee the transition to one team, and ensure that the necessary checks and balances are established. This is due to report back in the Summer.

4.0 Section C – West Midlands Franchise

4.1 A number of important milestones in the life of the Franchise have been reached between February and April 2018. Perhaps the most significant occurred on 1st April. This was when Wolverhampton station transferred from the West Coast Franchise (operated by Virgin Trains since 1996) to the West Midlands Railway brand of West Midlands Trains. This move, which will help facilitate the City Council's £132m station rebuilding scheme and put Wolverhampton more firmly within in the local rail network, would not have occurred without the involvement of WMR.



(Examples of the new West Midlands Railway branding at Wolverhampton Station)

4.2 The 1st April also marked the go live date for the Service Quality Regime. This is the series of incentives designed to improve the standard of customer service offered to passengers in the West Midlands. WMT engaged closely with WMR in the weeks leading up to the 1st April, and invited WMR to attend one of their SQR staff roadshows on 20th April (appropriately enough at Wolverhampton station). This is encouraging as the success of the SQR will depend on WMT winning over the hearts and minds of their staff such that the principles of the SQR are embedded in everything they do.

- 4.3 A third first occurred on 26th March. This was the inaugural Franchise Quarterly meeting. This is the most senior event in the franchise management governance hierarchy, and includes amongst others the Managing Director from WMT, representatives from WMT's parent company Abellio, the Market Lead from DfT, as well as the Executive Director from WMR. The meeting covered a range of issues, including WMT's December 2018 timetable, the SQR, safety performance, financial performance, and the 2022 Commonwealth Games.
- 4.4 The Quarterly meeting was also important as it was a formal demonstration to WMT of the collaborative way in which WMR and DfT intend to manage the Franchise. This was further enriched on 5th April when DfT and WMR came together to draft a joint commercial plan for the Franchise. Commercial plans such as this are a requirement of any Franchise let by the DfT, but it is highly unusual for the Department to develop one in partnership with another body. That they have consented to do so shows the estimation with which we are currently held, and demonstrates DfT's commitment to making the partnership work.
- 4.5 Another indication of the growing regard with which WMR is held in the DfT occurred in February, when WMR was asked to prepare a briefing, including a speech, for the Rail Minister ahead of a debate in the Houses of Parliament. The debate had been convened by the MP for Telford, and concerned services between the town and Birmingham. The speech provided an opportunity for WMR to raise awareness of its role, and demonstrate its credibility and capability. These aims seem to have been achieved, as the speech received positive feedback from the DfT civil servants and the Minister himself. A link to the speech can be found here <https://hansard.parliament.uk/commons/2018-02-06/debates/FA65228D-D4BD-4219-9ECB-5B438F208150/TrainServicesTelfordAndBirmingham>

4.7 Revenue Protection

In their presentation to the Transport Delivery Committee in December 2017, West Midlands Trains advised that they intend to make revenue protection one of their priorities for the first few years of the Franchise. In his address, Managing Director Jan Chaudhry-van der Velde justified this on the basis that it is much easier to collect all the revenue that is due than it is to attract new customers. Indeed, analysis undertaken during 2016 suggested that between £5m and £16m revenue was being lost in the West Midlands as a result of fare evasion. At the time of writing West Midlands Trains were still undertaking a reorganisation of their business, including their revenue protection function. Once this has concluded we expect to see their strategy for tackling this issue, and will share details from this at future TDC meetings.

4.8 Safety and Security

February witnessed a very unfortunate incident where a passenger fell between the train and the platform edge at Kings Norton as a train was moving. Whilst thankfully they survived, they still suffered life changing injuries. The incident is subject to a formal investigation by WMT. The initial findings suggest that the person was under the influence of alcohol. The Rail Accident Investigation Branch (RAIB) and the British Transport Police (BTP) have advised WMT that they will be taking no further action. Unfortunately, staff assaults have risen since the New Year. This is partly due to staff being encouraged to report more incidents, and also from WMT's attempts to be more proactive in protecting their revenue. The rise in staff assaults will be addressed through WMT's new security strategy, and by their continued funding of two BTP roles.

5.0 Section C – Projects Update

5.1 Park & Ride

This is subject to a separate paper to be presented at the June TDC meeting.

5.2 Longbridge

This will be covered in the separate P&R paper, which will be presented at the June meeting.

5.3 University

WMR and TfWM are actively taking forward the project to rebuild University station. Ground and archaeological investigations occurred over the Easter period which gave more surety for the next stage of development work. Pedestrian flow modelling has also been commissioned. Historic England remain closely engaged given their role in granting Scheduled Monument Consent and meetings with the architects developing the university campus have also been held. WMR is working with GBS LEP to release £2m of development funding to fund the next stages of work. Funding for the overall project remains a critical risk.

5.4 Perry Barr

WMR and TfWM are actively pressing ahead with developing a project to rebuild Perry Barr station in order to meet both the requirements of the Commonwealth Games and the longer term regeneration needs of the area. Consultants to develop the scheme are being appointed.

5.5 Snow Hill 3rd Access

The scheme to develop a new entrance to Snow Hill station, which will link into the existing Livery Street entrance and provide enhanced connectivity with St Chads metro stop, is being actively progressed. An outline programme for development and delivery has been developed with an aspiration for opening

within 12 months. The project is included within the 2018/19 TfWM capital programme. Engagement with the Birmingham City Council planning team is underway with a view taking the project through the planning process as soon as possible. The rail industry is being challenged to streamline its processes to facilitate the rapid delivery of this project.

5.6 **Bromsgrove**

Bromsgrove station has successfully transitioned from London Midland to WMT, who are operating the station under a new management contract. The extension of electric wires from Longbridge to Bromsgrove is expected to be completed later this summer, which will facilitate a trebling in the number of services provided from the station to central Birmingham.

6.1 **Section D – New Stations**

6.1 WMR and TfWM continue to work actively on the work packages for the new stations. At Willenhall/Darlaston a tendering process to develop the stations up to GRIP4 has been undertaken and consultants have been appointed to undertake this work. Work on the Camp Hill Line stations has reached a similar point, and work is also underway to understand the options for providing a train service to these stations. With regards to Brierley Hill, a tendering process to develop the stations will shortly be undertaken. The specification for this work will include track, signalling and station changes at Stourbridge Junction that will be necessary to allow the proposed new services to operate. This may include the provision of a new platform.

6.2 WMR will also be working with partner authorities to undertake work reviewing the demand and strategic case for stations on the Water Orton corridor.



(The Secretary of State for Transport's visit to the Camp Hill Line, 08/03/2018. From left to right Jan Chaudhry-van der Velde (WMT), Andy Street, Cllr Stewart Stacey, Chris Grayling, Malcolm Holmes (WMR), Laura Shoaf (TfWM), Martin Frobisher (NR)).

7.0 Section E - Chiltern Railways Partnership Agreement

- 7.1 The TDC approved the refreshed Chiltern Partnership Agreement at the April meeting, subject to some amendments to the section covering governance. A formal signing ceremony is in the process of being arranged, and will take place after the May local elections.
- 7.2 Chiltern Railways was named Train Operator of the Year at the 20th Rail Business Awards in London. The judges noted that in addition to completing and launching the new route to Oxford, Chiltern has achieved some impressive scores in the National Passenger Survey for punctuality, reliability and overall customer service. They also said that Chiltern was a "worthy winner" and commended the company for carrying increased numbers of passengers without compromising its high service standards.

- 7.3 Chiltern, together with partners WIFI SPARK and Icomera, was also awarded highly commended in the Customer Service Excellence category for the Continuously Connected Wi-Fi project, which in 2017 saw seamless platform to train Wi-Fi rolled out across all services.
- 7.4 Chiltern have launched a continuous improvement plan, which includes a £2 million investment in ticket vending technology (see image below) and a £1.5m investment in on-train and on-station improvements like waiting and customer facilities, as well as a range of on-train enhancements.



(New TVM in action at London Marylebone)

- 7.5 Chiltern will become the first train operator to recycle coffee cups on stations when they introduce a new recycling scheme later this year. As part of their commitment to addressing environmental challenges, the company will work in partnership with Simply Cups – the only dedicated and workable cup recycling scheme currently operating in the UK.
- 7.6 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.

7.7 Chiltern Railways performance

Tables 1-2 demonstrate Chiltern Railways performance during periods 12 and 13 (February and March).

PPM	PS TARGET %	ACTUAL %
Period PPM	93.72	90.53
PPM MAA	94.06	92.74
CHARTER	TRIGGER %	ACTUAL %
Punctuality MAA	92	92.04
Reliability MAA	99	99.39
Right Time Railway	PERIOD %	MAA %
	76.11	78.94

Table 1. Chiltern Railways performance in rail period 12

PPM	PS TARGET %	ACTUAL %
Period PPM	95.25	94.17
PPM MAA	94.00	92.60
CHARTER	TRIGGER %	ACTUAL %
Punctuality MAA	92	91.84
Reliability MAA	99	99.37
Right Time Railway	PERIOD %	MAA %
	80.77	78.71

Table 2. Chiltern Railways performance in rail period 13

7.8 Chiltern have experienced a difficult start to 2018, with snow, signal failures, fatalities and train faults all contributing to a reduction in the company's PPM MAA. The specific Punctuality measure has dropped below an MAA of 92%, which means that customers can obtain a 5% reduction on the renewal of their season ticket.

7.9 Chiltern also saw a reduction in their overall satisfaction score in the Autumn 2017 NRPS survey. This fell from 92% in Spring 2017 to 88%. The decline was driven by a combination of poor punctuality and reliability, lack of car parking spaces, and the provision of information during disruption.

7.10 In response Chiltern are investing £1.5m in improving stations, installing ANPR at car parks, introducing on-train entertainment, focusing on reducing the number of train breakdowns, and improving how they recover from disruption.

8.0 Section F – Virgin Trains Partnership Agreement

8.1 The TDC approved the new Virgin Trains Partnership Agreement at the April meeting, subject to some amendments to the section covering governance. A formal signing ceremony is in the process of being arranged, and will take place after the May local elections.

9.0 Section G – Stations Alliance and Rail Investment Strategy

9.1 Rail Investment Strategy (RIS)

9.2 The strategy is being led by Ian Baxter (Project Director) and Andy Clark (Programme Manager), with support from Luke Bodin and the wider team at WMR. They have been working on behalf of West Midlands Rail to model different train service specifications. This work focuses upon the Wider Economic Benefits (WEBs) of enhanced rail services offering faster, more frequent and new connectivity across the West Midlands.

9.3 The train service specifications take direct account of:

- WMR Stakeholder Aspirations - WMR's constituent local authorities' aspirations for improved service / new station provision.
- Rail planning - Planned changes on the railway network, including HS2 1 / 2A (2026) and HS2 2B (2033), with released capacity and timetable re-casts on some corridors.
- Midlands Rail Hub and Midlands Connect - Plans for Midlands Rail Hub, facilitating capacity for 10 additional trains per hour through Central Birmingham, and Midlands Connect's regional service aspirations.

9.4 The modelling tests new rail connectivity against two growth scenarios, with Scenario A using the Department for Transport's TEMPRO database of population, housing and employment site growth within local planning authorities' Local Plans up to circa 2030. Scenario B makes assumptions around additional growth over and above that captured in Scenario A.

9.5 Initial modelling results for Scenario A were shared with officers in early March, with a workshop session held on 5th March. Key findings in regard to Scenario A include evidence that committed and aspirational schemes in the current west Midlands Trains franchise to 2025 offer significant uplifts in Gross Value Added (GVA) and hence are considered well worth pursuing. The results also demonstrate the level of GVA uplift offered by HS2's arrival in the region from 2026. The Midlands Rail Hub, as outlined in Network Rail's West Midlands and Chilterns Route Study, similarly offers further significant value, indicating that this is a key required and rational development. The final scenario, based on a future year of 2047, indicates a GVA uplift of £195m per annum, based on all WMR train service aspirations.

9.6 Systra Ltd has just concluded its work on Scenario B and these results are being reviewed.

9.7 WMR has undertaken initial work around the deliverability of the scenarios tested, which has shown that train service enhancements up to 2034, including Midlands Rail Hub, require a number of significant but deliverable infrastructure upgrades. The capability of the network to accommodate further growth to 2047

may be more challenged and we will be developing our view on this key feature in advance of the June 2018 WMR Board.

9.8 Having used the modelling to determine where our economically-evidenced investment priorities may lie, WMR is currently undertaking a scoring exercise to capture wider criteria, such as accessibility to economic growth sites, level of policy support and impacts on key environmental criteria. The results of this scoring assessment will be shared with ORDG at the April meeting.

9.9 Having concluded the scoring process, the identified priorities will then be placed into a strategic timeline reflecting both value and deliverability, and providing consistency with wider changes taking place on the network as a result of HS2, grouped into four stages:

- 2021 - Quick wins that could be introduced by 2021.
- 2021 - 2026 - Life of the West Midlands Trains franchise and pre HS2 1 / 2A.
- 2026 - 2034 - Between HS2 1 / 2A and HS2 2B plus Midlands Hub.
- 2034 - 2047 - With Midlands Connect delivery and full WMR aspirations.

9.10 A key element of the strategy development process is engagement with stakeholders, both within and outside of the railway industry. The strategy team has met with both Midlands Connect and Network Rail and is planning to attend a forthcoming Rail Industry Working Group to enable the emerging findings to be shared with the wider rail industry, including Train Operating Companies and Freight Operating Companies.

9.11 Key forthcoming milestones for the strategy are as follows:



9.12 Public and wider stakeholder consultation is planned for July and August 2018.

10 Stations Alliance

10.1 Consultants Weston Williamson and GHD have now produced draft final Station Alliance Master Planning pilot project reports for the Stour Valley (Wolverhampton – Birmingham) and Chase (north of Walsall to Rugeley Trent Valley) lines and these are being considered by WMSA partners and local

planning authorities before finalisation. Two stations for each pilot study line were prioritised by agreement with WMSA partners for more detailed development work, namely Sandwell and Dudley, Dudley Port, Cannock and Rugeley Trent Valley.

10.2 A full update on the Stations Alliance Master Planning pilot will be given to the next Transport Delivery Committee once the reports have been finalised.

10.3 The recruitment process for a Stations Alliance Manager, jointly funded by WMR, NR and WMR, has this far been unsuccessful but continues. The formal WMSA agreement has not yet been signed by WMR, Network Rail and West Midlands Trains but it is still hoped that this will happen within the next few weeks.

10.4 Further opportunities continue to be actively considered in relation to:

- **streamlining internal and external processes** which could reduce costs and speed up project delivery
- the establishment of a much **deeper Stations Alliance** between WMR, Network Rail and West Midlands Trains and potential creation of a single integrated WMSA Team.

11.0 Section H – Financial Implications

11.1 There are no direct financial implications as a result of this update report. Although the latest status position covering the current projects, new stations, Rail Investment Strategy and Stations Alliance is for noting in this report there are a number of significant financial risks and challenges against these that will be need to be carefully considered and responded to. This will form a key element as part of progressing the further development and/or delivery of these with all funding options and opportunities needing to be fully explored and quantified before any decisions are made.

11.2 Any costs incurred or support provided by TfWM or West Midlands Rail from supporting the activity in relation to the Chiltern and Virgin partnership agreements will be met from within agreed funding and resources.

12.0 Section I – Legal Implications

12.1 None

13.0 Section J – Equalities Implications

13.1 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

14.0 Other implications – Not applicable



Transport Delivery Committee

Date	14 May 2018
Report Title	Bus Alliance Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable employee(s)	Edmund Salt, Network Development Manager Email: Edmund.salt@tfwm.org.uk Tel: 0121 214 7305
Report Considered by	Cllr Hartley, Cllr Akhtar, Cllr Hanif, Cllr Stanley: Putting Passengers First

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

1. To note the content of the report and current status of the West Midlands Bus Alliance.
2. To submit the report to the West Midlands Combined Authority Board for information.

Purpose of Report

1. To report matters relating to the governance, operation, delivery and performance of the West Midlands Bus Alliance.

West Midlands Bus Alliance Board Governance

2. Following the acquisition of CEN Group Limited trading as Central Buses ("Central") in late February, a vacancy for an operator representative on the Bus Alliance Board has become available.
3. A nomination and voting process was held in March 2018 with all operators, to elect a new operator representative to the Bus Alliance Board. The operators elected Steve Minor (Claribel Coaches) to sit on the Bus Alliance Board. The three operator representatives on the Bus Alliance Board are now Tom Stables (National Express), Steve Burd (Stagecoach) and Steve Minor (Claribel Coaches).
4. At the February board meeting, it was proposed that accessible transport is represented on the Bus Alliance Board, with Accessible Transport Group (ATG) to join the Board. It was agreed by all Board members that ATG should join the Bus Alliance Board. Councillor Hartley and Councillor Worrall declared an interest in this decision as they are board members of Ring & Ride.

5. At the 28 February Bus Alliance Board, Kerry Blakeman indicated his pending retirement and would be stepping down from the Bus Alliance Board. The replacement proposed by the Safer Travel Partnership for the Board is Chief Inspector Gareth Mason.

Special Bus Alliance Board Meeting on 28th March 2018

6. A special Bus Alliance Board was held on the 28th March 2018. The board received a presentation from Steve Blackmore from the Department for Transport on the Bus Services Act 2017. The main components of the act related to information and ticketing, partnership working and franchising. The act also changed the existing Quality Partnership legislation in England, and set out the contents of, and the process for developing, the new Enhanced Partnership agreements with bus operators. In addition, it set out criteria for introducing a franchised network into the region, which, for a Mayoral combined authority, was a matter for itself to determine.

Tackle congestion and make bus journeys quicker

7. A resilience partnership has been set up manage the disruption on the regional motorway and road networks from the construction of HS2 and other regeneration in the West Midlands. The partnership will also develop a template for the collaboration of other major investment programmes on a similar scale to minimise disruption from construction works.
8. A full business case for the Regional Integrated Control Centre (RICC) is under development pursuant to submission by the WMCA in summer 2018. The case for the RICC is being developed to improve resilience and coordination on the road network, rail and tram networks.

Improve bus emissions standards

9. TfWM and Coventry City Council have both been successful with their separate applications to the Clean Bus Technology Fund 2017-2019, to retrofit in total 468 vehicles to Euro VI standard. The TfWM application is for £3 million with £2.920 million match-funding from four operators. The Coventry City Council application is for £1.5m, with £240,500 match-funding from National Express Coventry.

Make bus journeys better value

10. As a key deliverable to limit fare rises to no more than inflationary levels, the January 2018 fares review resulted in a headline reduction of 1 per cent.
11. As we continue to work to reduce fares and introduce new offers to grow patronage, operators have agreed that there will be nBus variants of the low fare zones introduced by National Express and therefore benefiting more passengers.

Make it easier to buy a ticket

12. A consultation and scoping exercise has been undertaken in respect of Swift card daily fare capping and the requirement to use INIT machines, the INIT system to provide access to other ticket machine manufacturers, or whether an alternative system might be preferential. It is intended to consult further with operators and establish the detailed functional requirements of any new ticket machines and approach.

Shape the bus network to deliver economic growth

13. Transport for West Midlands (TfWM) has begun the first UK trial of a bus network planning computer programme to improve bus services and routes. The programme has been provided by Remix, a US software company, and is designed to help with network development, cost and demographic impact analysis, and streamlined communication internally and externally. The trial will undergo a 12 month evaluation and be available to all Alliance partners, to better evaluate, visualise, refine and communicate plans all in one place.
14. A demystifying the network customer intelligence exercise has been completed. The research aimed to investigate the perceived and actual barriers to bus travel, and to purchasing bus tickets online, and the practical steps that can be made in order to overcome these and encourage use of the bus service in the future. It details the outcomes of 28 accompanied bus journeys or online ticket purchase, with non-bus users. Key priorities for improvements to aid non-bus users to use the bus include: providing improved information at bus stops; enhancing access to Real Time Information; and providing contactless payments (to make it easier to purchase a ticket and remove the ambiguity by a non-user around the right ticket/fare request).
15. The Chartered Institute of Highways and Transportation (CIHT) has launched the 'Buses in Urban Developments' guidance, which builds on CIHT's existing Streets and Transport in Urban Environment- guidelines. Designed to inform professionals involved in urban policymaking and planning, the guidance supports the Bus Services Act 2017 and bus network development by providing practical advice on measures that local authorities can put in place to support the provision of bus networks in support of economic growth.
16. An operator market sounding exercise for SPRINT is due to be undertaken to gauge the extent of operator interest in the process and development, which will subsequently lead into a procurement process later in the year.

Make it more pleasant to travel by bus

17. Stagecoach announced in February their biggest ever investment in new buses for Coventry. £4.4 million will be spent on 25 luxury Stagecoach Gold single deck buses for their route 48 services between Coventry, Bedworth and Nuneaton to Leicester or Atherstone. The new vehicles come fully loaded with features such as USB charging points, free Wi-Fi, leather seats and environmentally friendly Euro VI engines. The service covers more than 1.18 million miles a year. More than two million passenger trips are made on the 48 every year. The buses push Stagecoach's total investment for Warwickshire and the West Midlands to more than £11 million in the last 6 years.

Financial Implications

18. There are no direct financial implications as a result of this update report. TfWM with its partners in the Bus Alliance have been successful at bringing together development budget funding and in identifying additional funding sources through successful funding applications and operator investment. Any costs incurred by or support provided by TfWM as part of undertaking activity referred to in this report will be met from within agreed overall funding and resources.

Legal Implications

19. This report is for information only and there are no new legal implications arising.

Equality Implications

20. This report is for information only and there are no new equality implications.

Appendix 1: Bus Alliance Summary Dashboard Quarter 4 2017

WEST MIDLANDS BUS ALLIANCE

SUMMARY DASHBOARD REPORT 2017 QUARTER 4 (OCTOBER – DECEMBER)

Overall Programme Project RAG STATUS

RISKS & ISSUES		TIMELINE		FUNDING	
X	Major Risk/Issue identified or realised critical to objective / deliverable(s)	X	Major or critical Delay - Against Baseline	X	Funding deficit / not secured or overspend
X	Risk or Issue realised can be mitigated, but requires additional approval/input	X	Minor time delay / delay may be mitigated	X	Additional spend
X	Risk or Issues managed within project parameters	X	Project near/on time	X	Funding secured / Spend profile near/as planned

West Midlands Bus Alliance –Bus Alliance Programme Delivery						
Network Resilience & Congestion	Air Quality	Fares & Ticketing	Identity	Network Development & Access	Improving the Customer Experience	Safety & Security

PERFORMANCE INDICATORS (BUS ALLIANCE)					
REF	PERFORMANCE INDICATOR	BASELINE	CURRENT	TREND	
NRC1	Bus Punctuality Target: 82%	83%	81%		
NRC1	Bus Reliability Target: 97%	97%	97%		
AQ1	Percentage of Euro V (or better) buses operational on the network	36%	58%		
AQ2	Percentage of Euro VI (or better) buses operational on the network	5%	21%		
AQ3	Percentage of tendered bus service vehicles at Euro VI (or better)	n/a	8%		
FT1	Limit Fare Rises to no more than inflationary levels	n/a	1%		
FT2	Investment of swift Commission into digital ticketing innovations	n/a	1%		
FT3	Bus Patronage pa (Concessionary & Non Concessionary)	275.9m	255.9m		
I1	NX West Midlands Journeys Tracked (RTI)	96%	89%		

I2	At Stop Timetable positioning Target: 95%	95%	99.8%	
I3	Volume of publicity leaflets produced	117,550	92,000	
ND1	Percentage of the region with a Network Development Plan	0%	0%	
ND2	Mode share of am peak journeys to the strategic centres by bus	22%	21%	
ND3	Percentage of residents of the Metropolitan Area with 3 or more strategic centres in the Metropolitan Area, including Birmingham city centre, accessible by public transport within 45 minutes travel time in the am peak	49%	49%	
CE1	Transport Focus Bus Passenger Satisfaction 85% and above	85%	88%	
SS1	Bus Crimes per month	273	239	
SS2	Safe Shelters & Poles Target : 88%	97%	97%	

BUS ALLIANCE 50 DELIVERABLES (Tracking)						
Network Resilience & Congestion	Air Quality	Fares & Ticketing	Identity	Network Development & Access	Improving the Customer Experience	Safety & Security
1	8	12	24	34	38	49
2	9	13	25	35	39	50
3	10	14	26	36	40	
4	11	15	27	37	41	
5		16	28		42	
6		17	29		43	
7		18	30		44	
		19	31		45	
		20	32		46	
		21	33		47	
		22			48	
		23				

BUS ALLIANCE PROGRAMME DELIVERY SUMMARY (OCTOBER-DECEMBER 2017)

Summary of key outputs this Quarter

Programme Management:

- Review of Alliance governance and structure, along with development of dashboard template and reporting to reflect Bus Alliance objectives, deliverables, indicators and needs.

Network Resilience & Congestion:

- Joint Air Quality Unit (JAQU) has confirmed £377,500 funding to provide pre-Clean Air Zone bus priority measures to reduce NO₂ in Birmingham City Centre
- Further round of pre-CAZ funding for up to £2.2m announced, resulting in a further funding application for a package of bus-based interventions submitted on 19 Jan
- Further £5.7m capital programme of bus-based highway measures being progressed through to delivery

Air Quality:

- Two successful separate funding awards for £3 million and £1.5 million from the Clean Bus Technology Fund 2017-2019 to retrofit 364 and 104 vehicles in Birmingham (4 operators – National Express, Claribel, First and Diamond) and Coventry (National Express Coventry) respectively. This involved match-funding from operators of £2.9 million and £0.244 million for Birmingham and Coventry respectively. The project is to be complete by 31 March 2019.
- Solihull AQPS went live on the 26th November 2017, with minimum Euro III emission standards. It has phased emission standard of Euro V by January 2020, and Euro VI twelve months later.
- Wolverhampton City Centre AQPS formal consultation started 22nd January (for a 13 week period).

Fares & Ticketing:

- The January 2018 fares review resulted in a headline reduction of 1%.
- TfWM appointed consultants in December to determine how all other operators can access the system purchased by NX and those findings will be published at the end of February.
- National Express are developing their App to include nBus which will make it more inclusive for other operators.
- The 2018/19 Swift programme includes enhancement to the Swift App and consideration should be given as to whether a single App would be more appropriate both in terms of customer complexity and cost efficiency – this point was raised by the Smart Programme Board at its last meeting.

Identity:

- WMCA and TfWM Leadership Boards agreed to a full rebrand of the WMCA and TfWM brands.
- New brand identities are going through final approval stages, and initial roll out plan is being created by Project Managers.
- Creation of a developer API portal which includes real-time information and journey planning. Being used for networkwestmidlands site as “live testing” before promotion to wider audience.
- Feeds from Rotala, Arriva and First have been plugged into ITO world real-time system and are currently being tested.

Network Development & Access:

- 4 NDPs (Birmingham city centre, Coventry, Dudley, South West Birmingham) nearing completion, which expected end date July 2018.
- Rotalla plc have announced the acquisition of Central Buses. The completion of purchase is expected to occur in late February 2018.
- TfWM is to purchase Remix on a 12-month trial basis from March 2018, for use by the Bus Alliance.
- A demystifying the network customer intelligence exercise is being conducted in March 2018, to identify and understand barriers to new customers from using bus as a means to travel.

Customer Experience:

- Ongoing design work and optioneering around Dudley Bus Station and further discussion of project with partners.
- Finalising quotes and work packages for Walsall Mid-Life refurbishment in readiness for March start. Creation of dedicated driver rest area at Walsall to improve facilities and access to services has been brought forward and completed.

Safety & Security:

- A full review of demand was carried out. From this review it has been possible to identify new key times and locations for the Safer Travel Police resource.
- In line with deliverable 49, funding has been secured to maintain the level of Police resource through 2018/19. Work is ongoing with both West Midlands Police and British Transport Police to expand the use of Special Constables to increase visibility on the network.
- Work has been carried out to try and put in place 'bus bye laws' to replicate those already in place on both the heavy rail network and also the Midland Metro.

Appendix 2: Bus Alliance Board 28 February 2018 Minutes

Meeting: West Midlands Bus Alliance Board

Subject: Minutes

Date: Monday 28 February 2018

PRESENT:

Linda McCord (Chair)	-	Transport Focus
Councillor Richard Worrall	-	Transport Delivery Committee
Councillor Kath Hartley	-	Transport Delivery Committee
Steve Burd	-	Stagecoach Midlands
Superintendent Kerry Blakeman	-	West Midlands Police
Laura Shoaf	-	Transport for West Midlands
Pete Bond	-	Transport for West Midlands

IN ATTENDANCE:

Steve Close	-	Transport Systems Catapult
Malcolm Holmes	-	Transport for West Midlands
Edmund Salt	-	Transport for West Midlands

123. Opening the Board

Apologies had been received from Councillor Huxtable, Councillor Lawrence, Tom Stables, Stuart Everton and Geoff Cross.

124. Actions - 17 November 2017

The actions of the last meeting held on 17 November 2017 were agreed as a correct record.

125. Matters Arising

(a) Coventry Bus Lane Review

The board received an update on the review of bus lanes in Coventry.

ACTION: The board to receive a comprehensive update on the outcome of the Coventry Bus Lane Review at its next meeting.

(b) Tackling Congestion – Keeping the West Midlands Moving

The board received a presentation from Steve Close, Transport Systems Catapult on Keeping the West Midlands Moving.

The presentation included information on the development of a proof of concept modelling and simulation tool, the development of an economic impact assessment model, driver behaviour, sharing the framework and collaboration.

ACTIONS:

- (1) Steve Close agreed to share the slide pack and research around behaviour change.
- (2) Steve Burd agreed to share contact details for 'Liftshare', which enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together and share the costs, whilst reducing congestion and pollution.

126. Bus Alliance Board Membership

The board considered a report of the Director of Integrated Transport Services on the acquisition of Central Buses by Rotala PLC and the associated loss of a bus operator representative on the Board.

Resolved:

- (1) That Central Buses acquisition by Rotala PLC results in the loss of Geoff Cross from the Bus Alliance Board be noted.
- (2) A senior member of Rotala PLC be invited to join the Bus Alliance Board in the place of Geoff Cross, subject to the agreement of the Bus Operators Panel on 28 February 2018, be approved.
- (3) A senior member of ATG be invited to join the Bus Alliance Board to ensure accessible transport operators were represented on the board, subject to the agreement of the Bus Operators Panel on 28 February 2018, be approved.

127. Dashboards

The board considered a report on Fares & Ticketing, Network Development & Access and Air Quality.

In respect of the respective dashboards, the board received further information on the ticketing app, capping, successful bids, funding shortfall, allocation of funding, Remix software, key performance indicators and key risks.

ACTIONS:

- (1) Consideration be given as to whether a paper should be taken to a meeting of the WMCA Board that sets out the key initiatives for issues that we are trying to tackle, and include a request for funding.

- (2) Birmingham City Council - Cabinet Member Advisors. Edmund Salt to ascertain whether other local authorities had appointed Cabinet Member Advisors.

Resolved:

- (1) The programme for the development of Network Development Plans in 2018/19 be approved.
- (2) Discussions to be held with DfT/DEFRA on the need for dedicated direct funding to be allocated to the WMCA, to improve bus vehicle emission standards.
- (3) Discussions to be held with DfT/DEFRA on the need for investment in bus infrastructure to be recognised as essential and required as part of the solution to improve air quality in the region; essential to supporting modal shift from private car to bus.

128. Sprint Update

Item deferred to the next meeting.

129. TfWM Branding

The board received a presentation from Malcolm Holmes on TfWM branding.

130. Any Other Business

(a) English National Concessionary Travel Scheme

Councillor Richard Worrall reported on the Anniversary of the English National Concessionary Travel Scheme.

(b) Superintendent Kerry Blakeman - Retirement

Superintendent Kerry Blakeman informed the board of his forthcoming retirement and noted that this would be his last meeting.

The board thanked Kerry Blakeman for his time and contribution over the years and wished him all the best for the future.

ACTION: A letter of thanks to be sent to both Geoff Cross and Kerry Blakeman for their time and contribution to the board.

Appendix 3: Bus Alliance Board 28 March 2018 Minutes

Meeting: West Midlands Bus Alliance Board

Subject: Minutes

Date: Wednesday 28 March 2018

Present:

Linda McCord (Chair)	- Transport Focus
Pete Bond	- Transport for West Midlands
Councillor Kath Hartley	- Transport Delivery Committee
Paul Leighton	- West Midlands Traffic Managers' Group
Laura Shoaf	- Transport for West Midlands
Tom Stables	- National Express West Midlands
Lynda Waltho	- Confederation of Passenger Transport

In Attendance:

Ali Bell	- National Express West Midlands
Steve Blackmore	- Department for Transport
Matt Finn	- West Midlands Combined Authority
Matt Lewis	- Transport for West Midlands
Steve McAleavy	- Transport for West Midlands

Apologies for absence were received from Kerry Blakeman, Steve Burd, Stuart Everton, Councillor Tim Huxtable, Councillor Roger Lawrence and Councillor Richard Worrall.

1. Results of the Operator Ballot

Pete Bond reported that, following the sale of Central Buses to Rotala, a vacancy had occurred on the Bus Alliance Board and Steve Miner of Claribel Coaches was elected to attend future meetings of the board.

2. Bus Services Act 2017

The board received a presentation from Steve Blackmore from the Department for Transport on the Bus Services Act 2017. The main components of the act related to information and ticketing, partnership working and franchising. The act also changed the existing Quality Partnership legislation in England, and set out the contents of, and the process for developing, the new Enhanced Partnership agreements with bus operators. In addition, it set out criteria for introducing a franchised network into the region, which, for a Mayoral combined authority, was a matter for itself to determine.

Steve Blackmore confirmed that Enhanced Partnership schemes could be applied on any geographical area. In respect of the provision of open data, the detail of this was still being determined. Councillor Kath Hartley enquired about the extent of passenger consultation. Steve Blackmore explained that the public consultation would be a matter for the local authority to determine what was appropriate with regard to the extent of the scheme proposed. In respect of including BSOG devolution within Enhanced Partnership agreements, this would be a matter for local authorities and bus operators to agree the extent of the deal and the detailed terms.

In respect of multi-operator capping, it was possible under the scheme but single operator day tickets would remain completely deregulated. It was also considered that any BSOG devolution agreement would need to be part of an Enhanced Partnership agreement.

3. Sprint Update

The board received a presentation from Steve McAleavy on the latest developments with the Sprint bus rapid transport network. An Operator Market Sounding exercise was due to be undertaken to gauge the extent of operator interest in the process, which would subsequently lead into the procurement process.

Lynda Waltho suggested that greater flexibility might be provided by using high quality buses on the Sprint routes, rather than a bus/tram hybrid. Tom Stables considered the wider interaction across the whole network. Steve McAleavy stressed that Sprint needed to be considered as a separate mode of transport from buses. Early engagement with operators would give them a good opportunity to better understand the concept that was being delivered.

The board agreed to consider developments again at a future meeting.

4. Contactless Ticketing Update

The board received a presentation from Matt Lewis on a consultation undertaken in respect of Swift card daily fare capping and the requirement to use INIT machines, the INIT system to provide access to other ticket machine manufacturers, or whether an alternative system might be preferential. It was then intended to consult further with operators and establish the detailed functional requirements. Tom Stables stressed the customer demand for cheap travel and the need to ensure that the delivery of this did not result in fare inflation.

[The meeting ended at 12.40pm]

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Transport Delivery Committee

Date	14 May 2018
Report Title	Bus Stop Rationalisation – Next Steps.
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable employee(s)	Edmund Salt, Network Development Manager Email: Jon.Hayes@tfwm.org.uk Tel: 0121 214 7826
Report Considered by	Cllr Hartley, Cllr Akhtar, Cllr Hanif, Cllr Stanley: Putting Passengers First

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

- I. To note the positive elements that the trial of the principle of Bus Stop Rationalisation has had on bus performance including patronage, journey times, reliability and variability.
- II. That the current bus stops which are closed as part of the trial remain closed pending more detailed consideration and reporting, with responsibility for a final decision relating to each stop delegated to the Director of Integrated Services in consultation with the PPF Lead Members Group.
- III. The principle of Bus Stop Rationalisation be considered on other routes in the region inclusive of a review of the methodology used for the initial pilot. The Director of Integrated Services will have delegated responsibility to make any future decisions on such pilots in consultation with the PPF Lead Members Group and TDC Lead Members.
- IV. TfWM seek a greater level of direct or indirect support from operators, including financial remuneration, towards permanently implementing the existing trial and further role out.

Purpose of Report

1. To provide the Transport Delivery Committee with the results of the Bus Stop Rationalisation trial and to make recommendations on the next steps.

Background

2. Congestion continues to pose significant challenges to the West Midlands. Traffic remains at record levels whilst delivering the region's ambitious growth agenda in creating jobs, housing and accommodating HS2 and extensions to the Metro has further increased road space pressure and reduced network resilience, particularly for buses. This issue has become most pronounced in Birmingham where buses on average now take over 20% longer to reach their destinations during the peak hours than 3 years ago.
3. In dealing with the congestion challenge, TfWM is leading a multi-agency approach to coordinate, communicate and mitigate network disruption, ensuring the region can continue to grow whilst more capacity and efficiency is built into the transport system in the longer term. Ensuring the bus network continues to keep moving through disruption lies at the heart of this strategy, maintaining stability for existing passengers whilst encouraging non-users to leave their cars at home and catch a bus instead.
4. Through the Bus Alliance, officers have been developing a comprehensive programme of measures aimed at treating both the causes and symptoms of delay on the bus network, including new bus lanes, priority for buses at traffic signals and other traffic management measures. Nearly £8m capital investment is planned for the highway network in 2018 alone. As part of this comprehensive approach, the potential for rationalising under-used stops on key corridors was further identified as a measures which could quickly be rolled out to improve reliability.
5. After deregulation in 1986 and prior to the 'Ribs' program early in the new century the bus operators were responsible for the provision and placement of bus stops. With numerous operators in the region and with little agreement around sharing infrastructure the number of stops in the region grew as operators competed for passengers in the market.
6. The Transport Act 2000 gave additional powers to local authorities to improve passenger information and under this program of work then Centro took control of the bus stops with a view to standardising assets and the provision of information. Unfortunately this package of work did not significantly rationalise the stops at that time and in many cases simply replicated the stops provided by the various operators. This has led to a level of over provision on a number of corridors in the area.
7. In addition Centro and TfWM have been proactive in implementing stops across the network at the request of the public, councillors, operators and other stakeholders. This was done for the very best of intentions but with little regard for journey times and accessibility provided by existing stops in the area.
8. In September 2017 a report was presented to the Transport Delivery Committee (TDC) which detailed work being undertaken by Transport for West Midlands (TfWM) on 'Busting Delay on the Bus Network' with the aim of improving journey times, reliability and punctuality for bus users.

9. As part of this package of work TDC approved a recommendation to undertake a trial to rationalise bus stops within the South Birmingham Network Review Area, as set out within the report (of 4th September 2017), and pursuant to the emerging objectives of the wider Strategic Area Action Plan. A copy of this report is provided in **Appendix A**.
10. The trial commenced on the 1st October with a view to being in place for 6 months, to the end of March 2018, where a final report on the findings is to be presented to TDC for a final view on the success or otherwise of the scheme. To date the Bus Stops within the trial remain closed pending the decision from TDC.
11. To put the review into context it should be considered that whilst TfWM are responsible for the provision and maintenance of bus stops in the region the decision to use them is a fully commercial one for the operators. Whilst TDC can make a decision on whether the stops are closed or open for use it remains a decision for the operators as to whether they would look to serve them. There are a number of examples where limited stop services have been introduced on a corridor to improve journey speeds with intermittent stops served by other local services.
12. The following routes formed part of the trial;

Service Number	Route	Number of Stops	
		Inbound	Outbound
8a/8c	Inner Circle	10 (8a)	12 (8c)
50	Alcester Road	8	7
45/47	Pershore Road	6	4
63	Bristol Road	6	6

13. A full list of the stops included on each route are provided in **Appendix B**.
14. During the trial the following metrics have been recorded;
 - Customer & Stakeholder feedback – TfWM
 - Patronage – NXWM
 - Journey time - NXWM
 - Reliability - NXWM
 - Variability - NXWM
15. Each of these metrics are considered in more detail below.

Customer and Stakeholder feedback.

16. As part of the trial TfWM committed to working with National Express West Midlands (NXWM) to ensure that we remained engaged with all our stakeholders to ensure that they understood the reasons for the trial and actively sort feedback on their views.
17. 2 weeks prior to implementing the trial vinyl posters were displayed at each of the affected bus stops informing users of the trial and giving details of the next nearest stops. Details of a dedicated phone number and other methods of communication were provided giving direct access to fully briefed officers at TfWM. The posters also gave details of an on-line form where we actively sought views and opinions on the trial.

18. Prior to the trial we undertook an Equalities Impact Assessment to ensure we better understood the potential impact of the trial on all members of the community. We disseminated information via access groups and through the talking pages.
19. Details of the trial were provided through various media channels including social media, local and national printed press and local radio.
20. Officers at TfWM along with representatives from NXWM attended the Birmingham City Council Economy, Skills and Transport Overview and Scrutiny Committee, attended various local ward forums and provided briefings and updates to local MPs and for other senior stakeholders.
21. Throughout the trial period regular updates have been provided to the PPF Lead Members Group including reporting on key findings and any emerging issues.
22. In total TfWM have received 272 separate points of communication with regards to the trial. This includes phone calls, emails, letters and responses to the feedback form. This is an average of 4.5 cases per stop, in some cases we have received more than one piece of communication from an individual which is inclusive within the 272.
23. The table below summarises this communication by corridor.

Route	Comments	Total Number of stops	Average comments per stop
8a / 8c (Inner Circle)	16	22	0.72
50 (Alcester Road)	56	15	3.73
45/47 (Pershore Road)	49	10	4.90
63 (Bristol Road)	58	12	4.83
General (not corridor specific)	93	-	-
TOTAL	272	59	4.6

24. The trial was advertised as being an active consultation process during which comments were monitored and where a fundamental issue was reported then an investigation was undertaken and any mitigation measures were implemented. This action included the reinstatement of the stop or consideration of alternative stops to be included within the trial. During the period of the trial the following stops were reinstated;
 - Pershore Road / South Drive opposite the Tally Ho Police training Centre (service 45/47) inbound stop only
 - Alcester Road / Moor Green Lane (service 50) both directions
 - Pershore Road / Breedon Road (service 45/47) both directions
 - Highgate Middleway / Leopold Street (service 50) reinstated but swapped with Highgate Middleway/ Conybere Street which is now suspended (inbound).
 - Northfield Shopping Centre

Customer Comments

25. The majority of comments received as part of the trial were negative. This is understandable given that the trial was only sign-posted at the stops which were affected. Therefore the feedback should include the vast majority of passengers

which will have gained from the increase in journey times and improvements in punctuality. As part of the trial we have received a small number of positive comments from people agreeing with the principle of the trial and from having seen the benefits to their journeys.

26. The comments we have received as part of the trial have been grouped in to a number of theme areas each of which is discussed in turn below;

Choice of stops closed.

27. Feedback questioned how we had made the decision to close those stops identified in the trial and that in some cases this had inconvenienced individuals or created unforeseen issues such as requiring a further walk on a gradient, having to cross busy roads or stops in the vicinity of certain key destinations.

28. The initial study prior to the trial considered a number of key metrics;

- TfWM adopted bus stop access standards;
- Relative levels of use;
- Accommodating future development;
- Connectivity to local services and facilities
- Interchange with other modes.

29. The studies concluded that Birmingham had the highest ratio of bus stop density in Europe with over provision in a number of areas. In a number of cases bus stops are as little as 130m apart. The study went on to define that a number of stops could be removed along the corridors without affecting the adopted 400m access standard nor connectivity to key local services / facilities and/or interchange with other modes.

30. The purpose of the trial was to undertake a dynamic consultation which actively reviewed all correspondence and to better understand any concerns raised as a part of the trial. This was undertaken and in some cases resulted in the reopening of swapping of other stops within the trial.

31. If we are to continue to consider such rationalisation of stops on other corridors a review of the methodology used to determine which stops to be included is recommended. This should include local accessibility giving greater consideration to the changed walking route including the need to cross principle roads or junctions, with or without pedestrians crossing, passenger walking routes around key strategic centres and any significant change in gradient.

Stop Usage

32. A number of respondents asked a question pertaining to the advantage of closing stops which reportedly had the fewest number of users. The argument being that if limited numbers were using the stop and / or only periodically used then there was limited advantage from the stop being included in the trial.

33. The work undertaken prior to the review identified and included relatively low used stops. However whilst these stops have low usage they are used regularly meaning that a high proportion of buses have to stop increasing journey times for the vast majority of passengers and benefitting very few.

Increased Journey Time

34. For a relatively small number of passengers the rationalisation trial will have extended their overall journey time. Unfortunately this will be the case as a small number of people will be required to walk slightly further, but within TfWM access standards, with the closure of some stops. However the results have shown that with the increase in journey time and service reliability the vast majority of passengers will have benefitted from the trial.

Operational Measures

35. The trial was successful at improving both journey times and reducing the volatility of journey times. A summary of impact on patronage and punctuality, provided by NXWM, is provided in Appendix C.
36. The reported patronage data is reported as year on year patronage set against the network trend this takes account of seasonal variation. An average route would be 0. As identified routes in South Birmingham have been most significantly hit by congestion which has led to greater than average reductions in patronage.
37. Punctuality is a measure of the number of buses which arrive on time. In this case this relates to the proportion of buses arriving (on average) at stops along the route in the window of 1 minute early to 5 minutes late.

Inner Circle

38. In the three months (July to September) before the trial patronage on the 8a/8c was on average 5.2% below average. For the last 3 months of the trial, January to March, this has improved to 0.8% below average. This equates to an additional 1,700 weekly passenger trips than had been forecast for that period. In addition punctuality has also improved from 74.2% of buses being on time to over 78%.

Alcester Road

39. Service 50 which operates on the Alcester Road corridor has seen an improvement in patronage from being 2.2% below the average trend in the 3 months prior to the trial to 0.4% in the last three months. This equates to an additional 1,100 weekly passenger trips above the forecast trend. In addition punctuality has also improved with an additional 6.2% of buses operating within the punctuality window. During the period of the trial service 50 has seen the greatest improvement in punctuality.

Pershore Road

40. Of the 4 corridors included in the trial the 45 and 47 services have seen the lowest level of improvements. In the three months before the trial patronage was 2% below the average trend. For the latest 3 months this had reduced to 1.8% accounting to just 38 passengers per week. Similarly punctuality has seen a smaller improvement rising by 2.9% to 76.1% of services operating on-time.

Bristol Road

41. Of all the corridors in the trial Bristol Road has the worst punctuality for buses. At the start of the trial 65.3% of services operated on-time. In the last three months of the trial this had increased by 4.9% to 70.2% of buses. Patronage has also seen an improvement rising from being 0.5% below the trend to a real term increase above the trend of 4.2%. This equates to an additional 1,792 passengers each week.
42. In summary; punctuality on all services has improved faster than the improving trend; Patronage has increased against the declining trend; journey times are up to 3 minutes faster for the majority of users; over the 6 month period of the trial nearly 106,000 additional passenger trips have been taken against the declining trend.

Next Steps

43. The data within the report shows that there has been an improvement to journey times, reliability and variability on the specified routes in South Birmingham during the period of the trial. Whilst there will have been other factors on the route affecting these metrics it is a safe assumption that some of these benefits will have derived from the bus stop rationalisation trial.
44. During the same period, on these corridors, we have also seen a more positive patronage trend with decline seemingly slowed compared to other routes in the region. In real terms this reflects an increase in patronage against the forecast.
45. During the period of the trial there have been a number of local issues which, through the active nature of the trial / period of consultation, we have looked to address, including reopening and altering some of the stops included within the trial. These were as follows;
 - Pershore Road / South Drive opposite Tally Ho Police Training Centre (service 45/47) inbound stop only.
 - Alcester Road / Moor Green Lane (service 50) both directions
 - Pershore Road / Breedon Road (service 45 / 47) both directions
 - Highgate Middleway / Leopold Street (service 50) reinstated but swapped with Highgate Middleway / Conybere Street.
 - Northfield Shopping Centre.
46. There remains a number of stops where further dialogue is required with operators, local stakeholders and elected members before a firm and final decision can be made as to whether they will remain closed. This would include but not be limited to consideration around the following stops;
 - Pershore Road / First Avenue
 - Pershore Road / Edward Road
 - Breedon Road / Frances Road (Persshore Road)
 - Alcester Road / Warstock Road
 - Bristol Street / Rickman Drive
 - Stratford Road / Walford Road

47. In conclusion the recommendations from the trial are;

- TDC note the positive elements that the trial of the principle of Bus Stop Rationalisation has had on bus performance including patronage, journey times, reliability and variability.
- That the current bus stops which are closed as part of the trial remain closed pending more detailed consideration and reporting, with responsibility for a final decision relating to each stop delegated to the Director of Integrated Services in consultation with the PPF Lead Members Group.
- The principle of Bus Stop Rationalisation be considered on other routes in the region inclusive of a review of the methodology used for the initial pilot. The Director of Integrated Services will have delegated responsibility to make any future decisions on such pilots in consultation with the PPF Lead Members Group and TDC Lead Members.
- TfWM seek a greater level of direct or indirect support from operators, including financial remuneration, towards permanently implementing the existing trial and further roll out.

48. TfWM will continue to receive requests for new stops and to consider the placement of existing stops on the network. These requestes come through various channels including supporting local authorities on highways schemes and developers through section 106 & 278 agreements. With the forecast increase in housing and employment we will work to ensure that stops are placed appropriately to give access to the network whilst ensuring that journey times are not significantly affected. TfWM will continue to assess each of these on its own merit, in consultation with relevant operators, but giving a greater level of consideration to other stops in the area and the accessibility offered.

Financial Implications

49. The key cost considerations at this stage of the trial have been relatively marginal and are related to the printing and display of bus stop information and bus stop flags.

50. If it is agreed that the trial would be made permanent then there would be costs associated with removing the bus stop infrastructure such as poles, shelters, kerbing and electrical disconnections. By way of an example removal of a bus stop shelter, highway markings and permanent removal of an electrical connection would cost in the region of £2.7K.

51. A number of the sites identified within the trial have advertising panels on the shelters. The revenue raised from these displays contributes towards the maintenance and cleaning costs of the on-street infrastructure estate. Removing these panels would have a negative impact on this funding stream. Alternative sites may be able to be identified for the displays but there will be costs associated with moving the displays which could be significant if electrical connections are required.

52. The costs to TfWM of permanently implementing the existing trial and any roll out of further trials would be at least partly offset by securing financial contributions from operators, especially as operators will be amongst the key beneficiaries of any positive outcomes achieved such as reductions in journey times and increases in patronage.

Legal Implications

53. There are no legal implications arising directly from this Report.

Equality Implications

54. Customer comments need to be taken into account in terms of any future rationalisation projects/pilots and connectivity to a wider range of local services and facilities needs to be taken into account. No further equality implications arising directly from this report.

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Transport Delivery Committee

Date	4 September 2017
Report title	Busting delay on the bus network - Bus stop rationalisation
Lead Member	Councillor Kath Hartley
Accountable Director	Steve McAleavy Director of Transport Services (interim) steve.mcaleavy@tfwm.org.uk 0121 214 7452
Accountable Employee	Danny Gouveia, Bus Scheme Development Manager danny.gouveia@tfwm.org.uk 0121 214 7288
Report to be/has been considered by	

Recommendation(s) for action or decision:

The Transport Delivery Board is recommended to:

- 1 Note work to develop a Strategic Action Plan to arrest the significant recent declines in bus speed and reliability across the West Midlands; and,
- 2 Approve a pilot to rationalise bus stops within the South Birmingham Network Review area, as set-out within the report, and pursuant to the emerging objectives of the wider Strategic Action Plan.

1.0 Purpose

- 1.1 To update Transport Delivery Committee on work to develop a Strategic Action Plan for the bus network and seek approval to pilot bus stop rationalisation on high frequency corridors in South Birmingham, in line with technical corridor studies completed for each route.

2.0 Background

The region's congestion challenge

2.1 Traffic in the West Midlands reached record levels in 2016 with 8.5 billion vehicle miles driven on the region's roads, beating the previous 2007 record. Inevitably, the corollary is record levels of peak hour congestion, rising markedly in three years up to 2015/16, as shown in figure 1 below.

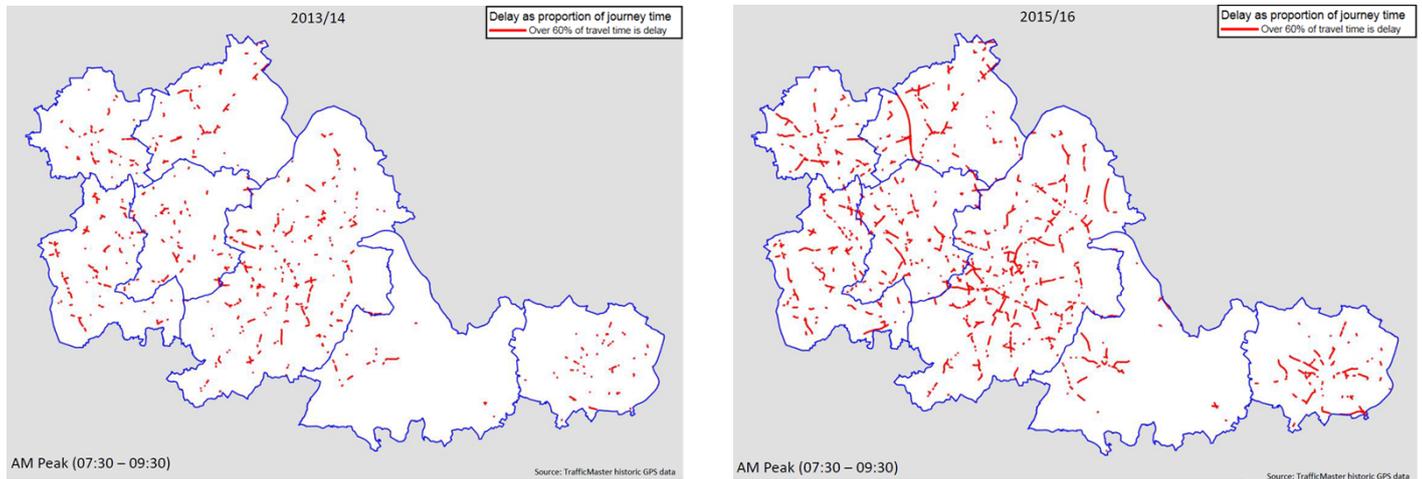


Figure 1 – Relative change in congestion - 2013/14 – 2015/16

2.2 The HS2 Growth Strategy and the region's Strategic Transport Plan *Movement for Growth* contain over-arching strategies to ensure all residents are within a 45 minute journey time of at least three strategic centres. Delivering this aggregated level of mobility will be critical in capitalising on the once-in-a-generation opportunity HS2 brings whilst also supporting the wider objectives of the Strategic Economic Plan to create 506,000 new jobs by 2030. Congestion, however, means that nearly 217,000 fewer people are within this target journey time by public transport, compared to 2011 - as shown in figure 2 below.

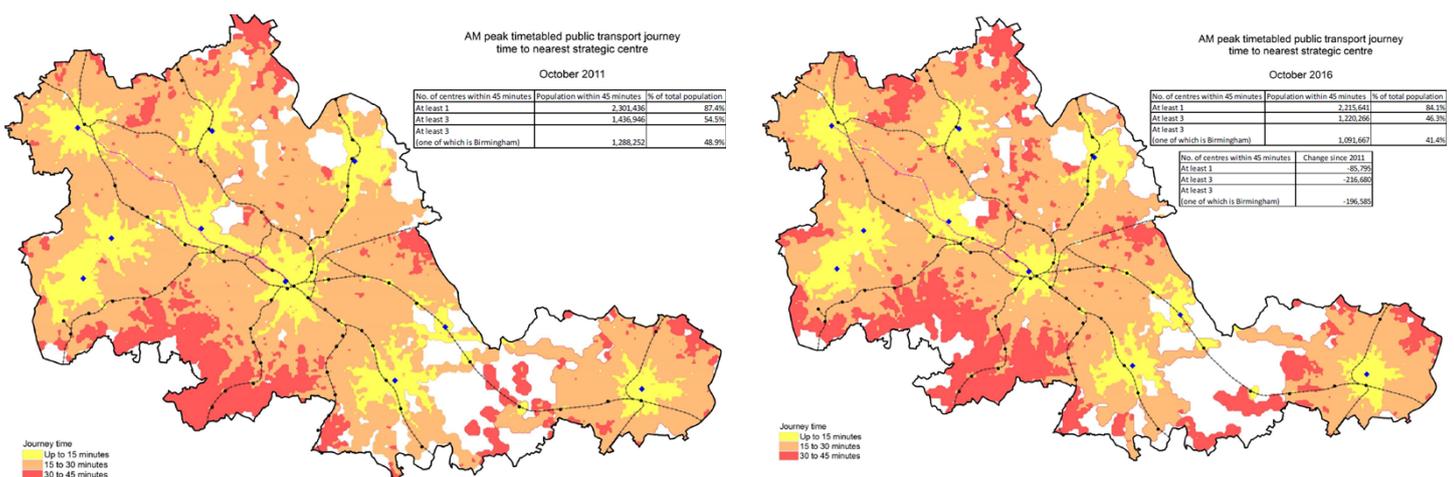


Figure 2 – Relative change in 45 minute public transport accessibility to strategic centres 2011 - 2016

ty in the

2.3 This picture is also set within the context of the imminent disruptive challenges from unprecedented levels of investment in the region, arising from the programmes within the WMCA Strategic Economic Plan (SEP), HS2 Phase 1, 2026 Delivery Plan and Highways England Road Investment Strategy. Whilst the region is preparing well for these challenges,

acute roadspace pressures remain in the short-term in managing the associated construction impacts.

The impact on the bus network

2.4 Average peak hour bus speeds in the region have reduced by 20% in the AM peak and 14% in the PM peak in the last three years. On some radial corridors, brisk walking now competes with bus for speed. Reliability has also suffered with more people waiting longer for buses that take longer to get to their destination. For example, figure 3 below shows journey time variability on the Bartley Green to Birmingham corridor in the AM peak; the worst 5% of journeys now take nearly 175% of the advertised timetabled journey time. Passengers therefore have little certainty on journey time, effectively having to factor the additional time in red as contingency.

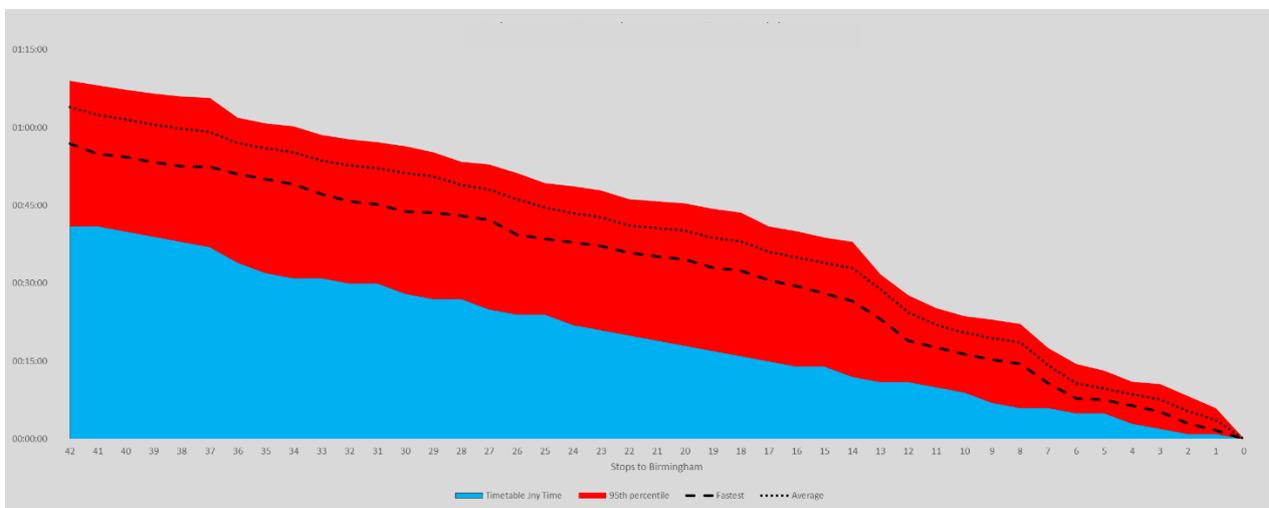


Figure 3 – Journey time variability – advertised journey time v real journey time

2.5 Bus users bear a disproportionate impact from congestion; they seldom have other route choices during periods of network delay and cannot readily compensate for poor reliability. It is perhaps unsurprising that a clear relationship between bus speed and patronage exists, where the progressive slowing of the bus network perpetuates a cycle of fewer bus passengers leading to more car trips and creating yet more congestion.

Delivering a strategic action plan for the bus network

2.6 Despite continued falling bus patronage in the region, four in every five public transport journeys continue to be made by bus. There can be no doubt that an efficient, effective and resilient transport system that unlocks the region’s ambitious growth potential is reliant on the bus network as its backbone.

2.7 Officers are therefore working closely with bus operators and district authorities to develop a *Strategic Action Plan* to respond to the challenges posed by congestion. The action plan will focus on establishing a framework to increase and sustain investment for highway schemes to improve bus speeds and reliability on key corridors.

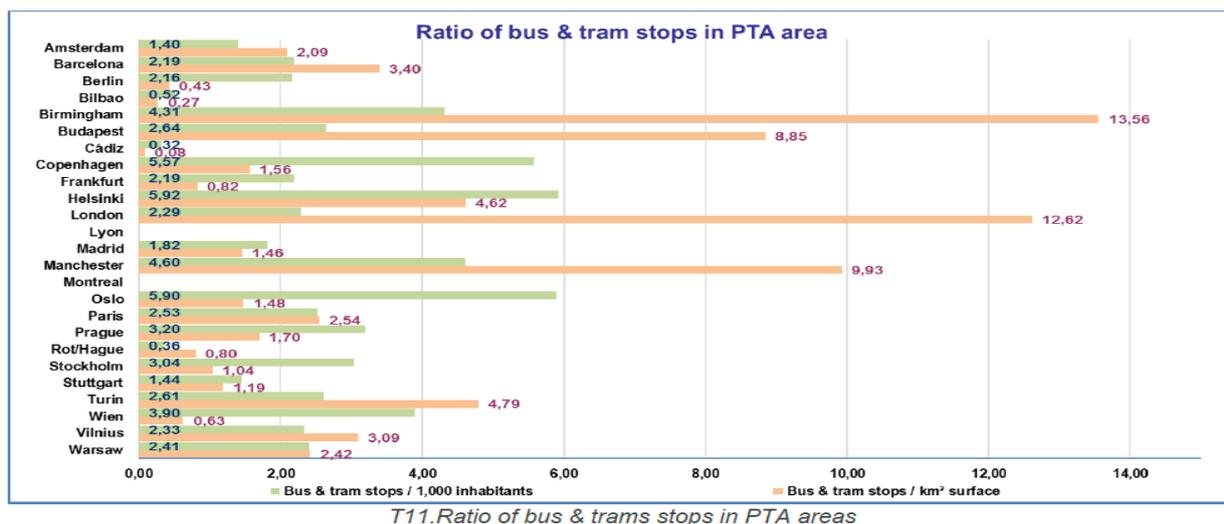
2.8 In positioning schemes to attract funding, the action plan will develop a robust evidence base, underpinned against alignment to wider local and regional policy objectives whilst, at

the same time, developing schemes to 'shovel ready' stage to allow the authority to quickly and positively respond to funding opportunities.

- 2.9 The action plan is currently under development and will be subject to further approval by Transport Delivery Committee. However, a number of investment themes are emerging to treat both the symptoms and causes of congestion on the bus network, comprising:
- Quick-wins
 - Delivery of intervention that could be mobilised quickly at congestion hotspots and network bottle-necks to realise immediate benefits to the highway network;
 - Possible early delivery of some Sprint intervention.
 - Optimising existing assets
 - Reviewing and optimising traffic signals, reviewing bus lanes.
 - Strategic bus priority
 - Development of strategic bus priority schemes to transform bus transit, focussed on connecting growth areas and catalysing benefit realisation of Metro/Sprint.
- 2.10 The action plan will be supported by Network Development Plans (NDPs) which will be produced for all areas in the region. NDPs will take a long term, spatial approach to planning the bus network to support growth and development. They will analyse proposed development sites, including details of numbers and phasing of houses and jobs growth and provide evidence to influence how major sites should best be served by bus and the associated transport infrastructure required to support bus access. NDP's will therefore provide important tool to support the action plan's delivery and help unlock new development with high quality bus access.

Bus stop rationalisation

- 2.11 An emerging programme under the quick-win theme comprises rationalisation of bus stops on those corridors most affected by recent increases in congestion. Whilst 90% of the region's urban area is within TfWM's adopted 400m 'access standard' to bus stops, a progressive incremental approach to bus stop installation over the years, as a result of ad-hoc customer/Member requests and land uses, means some locations are now over-served. Bus stops on some corridors are spaced as little as every 130m, providing significant over-provision relative to the adopted access standards.
- 2.12 This point is further reinforced in the graph below (European Metropolitan Transport Authorities barometer of public transport in the European Metropolitan Areas) showing the region (identified as the Birmingham PTA area) has the highest ratio of bus stop density in Europe.



2.13 It is clear that passenger densities and land use patterns have undergone a drastic change over the years where bus stops may not now be commensurate. Moreover, changes to highway layouts and lane designations have resulted in some bus stop locations not being fit for purpose by requiring difficult bus manoeuvres and/or causing buses to obstruct traffic flow.

2.14 Data from National Express West Midlands (NX) shows that a bus stopping at a bus stop to allow one passenger to board or alight can add 35 seconds to journey time. Where close bus stop spacing is combined with low levels of use, the aggregated effect of stop/start delay can materially add to journey time and compound reliability issues, benefitting relatively few passengers but disproportionately disadvantaging the majority.

Proposed bus stop rationalisation trial - South Birmingham Bus Network Review

2.15 At the same time as defining a possible bus stop rationalisation programme, NX approached officers about its intention to review the bus network in south Birmingham. The review is a direct response to increasing delay to buses and includes options to split existing services, remove some local services altogether and provision of new less frequent local routes. Members will be verbally updated on the results of the consultation at Committee.

2.16 As part of the review, NX has sought support from TfWM and Birmingham City Council (BCC) to identify and implement highway measures that could reduce congestion for buses and avert some of the more severe possible network changes. This has led to TfWM and BCC officers working closely to define and develop a package of highway interventions for the area. Work continues in this respect, with most schemes requiring further transport planning and approval.

2.17 This work has, however, so far identified several corridors over-served by bus stops and where quick-wins to increase bus speed and reduce journey time could be achieved by their rationalisation. The corridors include:

- 8a/8c – Inner-circle;
- 50 - Alcester Road;
- 45/47 - Pershore Road;

- 63 - Bristol Road; and,
- 6 – Birmingham to Solihull (A34 & B4102)

- 2.18 A study has consequently been commissioned to specifically review bus stop locations along these corridors against a number of metrics covering:
- TfWM adopted bus stop access standards;
 - Relative levels of use (according to fare stage);
 - Accommodating future development;
 - Connectivity to local services and facilities; and,
 - Interchange to other transit.
- 2.19 The study concluded that a significant number of bus stops could be removed along the corridors without affecting the adopted 400m access standard nor connectivity to key local services/facilities and/or interchange to other transit. Importantly, unlike other types of highway intervention to prioritise the bus, rationalisation of bus stops can be implemented quickly and cost effectively, realising immediate benefits for the bus network.
- 2.20 Technical studies have been completed for each route, identifying the specific bus stop locations recommended for removal. Hard copies of the report will be available at the Committee meeting and on the CA website.
- 2.21 As part of NX's consultation for the South Birmingham Network Review, it has asked '*should [NX] consider taking carefully selected stops out of routes to help speed them up?*' To date, NX has received 3,000 responses to the consultation with over 70% of respondents supportive to the removal of carefully selected stops.
- 2.22 With all of the above in mind, it is proposed to pilot bus stop rationalisation within the South Birmingham Bus Network Review area. This is in accordance with the recommendations of the technical studies contained in Appendix A and the wider emerging strategic action plan to ameliorate the challenges of congestion to the bus network.
- 2.23 As the proposal would effectively form a trial, it is not proposed to physically remove any stops at this time. Instead, bus stops would be closed using barriers with clear signage erected two-weeks prior to commencement to notify passengers of closure. This will be further complemented by a full communications strategy.
- 2.24 It is proposed that the pilot operates for a period of six months, between late September 2017 and late March 2018. Bus performance, in terms of patronage, journey time, reliability and variability will be assessed on a monthly basis whilst customer feedback will be closely monitored throughout the period. A full monitoring report and proposed next-steps will be reported to Transport Delivery Committee in spring 2018.

Impact of bus stop rationalisation not being implemented

- 2.25 Without highway mitigation to improve the efficiency of the bus network in south Birmingham, significant changes to bus services will be required. As described above, this could include splitting existing services, removing some local services altogether and provision of new less frequent local routes.

- 2.26 The proposed bus stop rationalisation pilot forms a critical part of the highway mitigation package. Whilst the more substantive highway changes will take time to mobilise and deliver, bus stop rationalisation can be delivered very quickly, realising immediate improvements to bus services on high frequency corridors.
- 2.27 This mitigation programme will ensure existing levels of services can be maintained on high frequency corridors without the need for additional resource. In turn this reduces the likelihood of resource from marginal services on local routes being reduced and transferred to other higher priority corridors.

3.0 Impact on the Delivery of the Strategic Transport Plan

3.1 The proposed pilot will support the bus network by treating some of the symptoms of existing severe congestion in South Birmingham and forms part of a wider strategy aimed to release the bus network from congestion. The impact of the contents of this report on delivery of the 15 STP Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier
- Rail and Rapid Transit Network
- Key Route Network
- Strategic Cycle Network

3.2 The policies that are supported include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.
- Policy 6 – To improve connections to areas of deprivation.
- Policy 8 – To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

4.0 Wider WMCA Implications

4.1 The emerging strategic action plan to support the bus network will promote bus use through mode transfer thereby accommodating anticipated increases in travel demand expected by the SEP and HS2 Growth Strategy. Bus stop rationalisation forms a package of this wider strategy by cutting journey times and improving reliability on key high frequency bus corridors.

5.0 Progress, options, discussion, etc.

5.1 As outlined above, it is proposed that the pilot operates for a period of six months, between late September 2017 and late March 2018. Bus performance and customer feedback will be closely monitored in this time. A full monitoring report and proposed next-steps will be reported to Transport Delivery Committee in spring 2018.

6.0 Financial implications

6.1 There are no direct immediate financial implications as a result of this report. No physical removal of bus stops are included within the pilot. There are, therefore, no capital expenditure implications as a result of the report.

6.2 In the event of the trial being successful, permanent bus stop closure and infrastructure removal will be subject to a further report, identifying:

- initial capital costs/implications for removal
- revenue income implications in removing stops with advertisements
- future whole life revenue cost savings associated with maintenance/replacement/energy savings.

7.0 Legal implications

7.1 There are no legal implication arising directly from the contents of this report.

8.0 Equalities implications

8.1 Potential stop closures/removals may have a negative impact on accessibility especially for older and disabled customers as well as parents with young children. However, without measures to improve the efficiency of the bus network in South Birmingham, significant changes to the bus services are likely which could split services and potential focus buses on key corridors at the detriment of local bus services. This would have significant equality impacts on the most vulnerable passengers.

8.2 During the south Birmingham pilot, officers would carefully monitor and listen to feedback from vulnerable customers around the impact of bus stop rationalisation on their accessibility. This feedback may result in the final proposals changing as well as shaping a potentially wider roll-out of the programme.

8.3 A full equality impact assessment of a potential wider programme of rationalisation will be completed to identify risks and key equality considerations and will be provided as an update at Committee.

7.0 Other implications

7.1 Whilst the bus stop rationalisation proposal substantively focusses on South Birmingham, the A34 Stratford Road corridor extends into Solihull. Closure of any bus stops within Solihull will be subject to further consultation with Solihull's Cabinet Member for Transport and Highways (Cllr Ted Richards).

8.0 Schedule of background papers

8.1 None

9.0 Appendices

Appendix A - Equalities Impact Assessment (to follow as update at meeting)

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TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<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	<ul style="list-style-type: none"> • Metro Business Update Phil Hewitt (Sophie Allison) • Cycling and Walking Update Sandeep Shingadia (Claire Williams) • Customer Services Performance Update Steve McAleavy (Sarah Jones) • Metro Investment Programme Phil Hewitt • WBHE Update (TBC) Phil Hewitt (Peter Adams) • West Midlands Stations Alliance Pilot Project – Results and Next Steps Toby Rackliff (Malcolm Holmes) • Park and Ride Update Guy Craddock (Pete Bond) • Metro Public Service Contract Phil Hewitt (Carl Williams) • Petitions Process – National Express 	25 May	22 May

TRANSPORT DELIVERY COMMITTEE

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<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>
16 July 2018 (TBC)	5 July	<ul style="list-style-type: none"> Wolverhampton Advanced Quality Partnership Consultation Pete Bond (Edmund Salt) 	TBA	TBA